

(ESTABLISHED 1881.)

\$36 PER ANNUM.
SINGLE COPY 10 CENTS

Shipping—Steamers

HONGKONG, CANTON. MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 2,365 Tons, "KATSHAN" 2,240 Tons, "KINSHAN" 1,995 Tons.
"HEUNGSHAN" 1,995 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lights throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the
Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 1 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons.
Departures from **MACAO** to **CANTON** on Monday, Wednesday and Friday, at 9 P.M.
Departures from **CANTON** to **MACAO** on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 383 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday, Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 3.30 P.M. Passengers can return to Hongkong or Vice Versa by Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by Company's direct steamers "Linton" and "Samsel." These vessels have Superior Cabin accommodations and are fitted with electric lights. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 31st OCTOBER, 1909.
The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao at 5 P.M.

Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer commences with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 HOTEL MANSIONS, (FIRST FLOOR),

HOTEL MANSIONS, (FIRST FLOOR,
opposite the Blake Plaz.

	Hotels
--	--------

HONGKONG HOTEL

HONGKONG
FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.

String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909.

THE VIENNA CAFE
COMPANY, LIMITED,

COMPANY, LIMITED,
No. 34, QUEEN'S ROAD CENTRAL,
(Telephone No. 924.

REG to notify the Public that a MODERN AND UP-TO-DATE BAKERY AND
demonstrative European management has been opened at the above entirely

The latest sanitary improvements employed.
Strictest cleanliness all over the place.

Strictest cleanliness all over the place.
Use only first class flour and other material.
The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI.
THE BAKERY AND CONFECTIONERY DEPARTMENT.

The long experience of both Gentlemen is up-to-date establishments on the Continent the best guarantee that only the best ever produced in the Colony will be supplied. The Patronage of the Public is respectfully solicited.

Hongkong, 20th September, 1999.

ASTOR HOUSE

ASTOR HOUSE
(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under New Management. Large and Comfortable Rooms, Excellent Cuisine, the provision of an Experienced FRENCH CHEF, and separate Tables, H

the supervision of an Experienced FRENCH CHIEF, and separate
Cold Baths, Electric Light throughout. Terms moderate, First Class accom-
for Families and Tourists.

Under Personal Supervision of
L. GAMEAU,
President
N. BEUMETHEAU,
Manager

Proprietor: **Telephone, 170. Telegram, "Arco"**

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL
MAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ ROY LUITFOLD" Capt. H. Kerchner	WEDNESDAY, 3rd Nov., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. O. Fabke	About WEDNESDAY, 3rd Nov.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raesener	FRIDAY, 5th Nov., Daylight
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 22nd October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STREAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	8th Nov., P.M.
MARSHILLES, via PORTS	TOURANE	Bourge	9th Nov., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	Nov., P.M.
MARSHILLES, via PORTS	ARMAND BEHIC	Guionnet	23rd Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 26th October, 1909.

Intimations.

NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Française des Indes et de l'Extrême Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES CANTONNAISES at this port will be transferred by mutual consent from Messrs. BARRETTO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

Telephone No. 950.

BARRETTO & Co.
P. A. LAPICQUE.

Hongkong, 26th October, 1909.

EYES



RIGHT

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Spectacles for all requirements. Ask or write for Illustrated Booklet on "Defective Sight" - free.
London, 1, John Street, Bedford Row, W.C.
Calcutta, 19, Bechook Street
Shanghai, 146, Nanking Road
Hongkong, 40, Queen's Road

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 80 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 25 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveys).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 878, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

Per Bot.

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

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F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAUJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAMPS, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P & O. SPECIAL LIQUOR SOOTH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907.

141

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed.

Hongkong, 8th September, 1909.

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THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Lends on Mortgage of House Property, &

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF

FROSTER, EXECUTOR OF WILLS,

ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 20th March, 1908.

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REGRET

You will NEVER if you

VISIT

MOHIDEEN & THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 1st August, 1909.

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FURNITURE WAREHOUSE

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS

from Shanghai, has re-opened their

FURNITURE STORE

No. 39, DES VUEX ROAD CENTRAL.

He is on his floor in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,

Messrs. A. S. Watson & Co., Firms and other

of the East in the Colony, to whom

reference can be made as to the

Superior Workmanship and Materials of the

Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Apparels

to our Dispensary and gave up every satis-

faction."

(Sd.) A. S. WATSON & Co.

25th May, 1907.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

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LOD RIMON'S WILL.

INTERESTING REQUESTS BY LIBERAL

LEADER.

The will of the late Marquess of Ripon, of Standley Royal, Ripon, and Chelsea-embankment, Chelsea, Knight of the Garter, who died on 9 July last, has been proved by Lord Walter Talbot Kerr, of Melbourne, Derby, Admiral in the royal navy. Sir Henry William Primrose, Cadogan-place, Chelsea and Frederick Simpson St. Quintin, Chelsea-embankment, Esquire. The gross value of the estate is £1,574, and the net value of the personal estate £12,110. Testator bequeathed to each of the said Lord Walter Talbot Kerr and Sir Henry William Primrose (if acting as executors) a legacy of £200, to be paid free of legacy duty, and to the said Frederick Simpson St. Quintin individually and without reference to his office, £10,000, also free of legacy duty. He expressed a desire to be buried in the special vault belonging to him under the Church of St. Mary the Virgin, in the parish of Aldfield-with-Studley, and stated that it was his wish that (unless he should leave any special directions to the contrary) his funeral might be conducted in accordance with the rites of the Catholic Church, of which he was a member. He directed that all letters, manuscripts, official or other papers and writings which he should leave (except documents of title, securities, or other writings of a like nature) should be disposed of as his executors should think proper. But he expressly directed that no official or public document should be published without the permission of the Crown, obtained through the Prime Minister for the time being, or other proper authority representing the Crown.

REQUESTS TO SERVANTS.

He bequeathed the fortune of his late wife, Henrietta Anne Theodosia Marchioness of Ripon, which by virtue of their marriage settlement became his, to his only son Frederick Oliver Earl de Grey, for his own absolute use and benefit. He gave to each of the servants who should have been in his service or employ for a period of not less than six months and not more than twelve months and should not be under notice to quit at the time of his death (including his head gamekeepers, head gardeners, foreman in the garden, chauffeur, and outdoor servants having yearly wages, but otherwise excluding any persons employed at weekly wages only), the amount of one quarter of a year's wages in addition to such wages as he or she should be entitled to and to each of such servants who should have been in his service continuously for five years preceding his death, and an additional half-year's wages to each of such servants who should have been in his service continuously for ten years preceding his death. In the event of Miss Annie Mason and Miss Eliza Mason, late of Fountain Hall, Ripon, both surviving him, he gave to them for their joint use an annuity of £150, free of legacy or other duty, during their joint lives, or, on the death of one of them, an annuity of £100 to the survivor.

EDUCATIONAL TRUST

With the view of the promotion of education and scholarship in the city of Ripon and the vicinity thereof, testator and his son Frederick Oliver Earl de Grey had founded and established certain exhibitions, and with a view to making permanent provision for the maintenance of these exhibitions, he directed that his executors and trustees should, out of his personal estate, purchase and set apart in their names bank annuities (or other securities authorised for the investment of trust moneys) to such an amount as should be sufficient by means of the income thereof to provide the clear annual sum of £150, and pay the same sum to the governors for the time being of the Ripon Grammar School to be applied by them in the maintenance of these exhibitions.

He gave his freehold house, No. 9, Chelsea-embankment, with the appurtenances and the fixtures, fittings, and general furniture (except such ornamental furniture as is hereinafter referred to) belonging thereto, but not any plate or plated articles, linen, china, glass, books, prints, pictures, personal ornaments, and articles of vertu, wines, liquors, and household and domestic effects (therein), unto the said Frederick Simpson St. Quintin for his own absolute use and benefit. He gave to the said Earl de Grey the free choice and selection of such of the ornamental furniture at No. 9, Chelsea-embankment aforesaid as he might desire to possess. He gave his property and estate situate near Assisi, in Italy, being the Church and Convent of San Damiano, to the said Lord Walter Talbot Kerr, his heirs and assigns absolutely in fee simple.

CROMWELL MINIATURE

All other real estate he devised to his son Frederick Oliver Earl de Grey, his heirs, executors, administrators, and assigns. He bequeathed his oil-paint miniature of Oliver Cromwell (by Cooper), and the plate taken from his tomb, and now in his possession, to his said son absolutely, and all the personal estate and effects not otherwise disposed of, he also bequeathed unto his son, the said Earl de Grey absolutely. The will is dated 15 May, 1907.

By a codicil dated 25 Sept. 1907, testator bequeathed to Lord Walter Talbot Kerr £500; and by a codicil dated 20 May, 1909, he left to Miss Mary Elizabeth Weaver, of 125, Bond-st., London, certificated nurse, £100; and to his late coachman, Henry Heath, of Standley Royal, an annuity of £40 for life.

LOST.

SOME KEYS on a CHAIN. Small reward to finder.

J. S. B.

Ojo Hongkong Telegraph.

Hongkong, 15th October, 1909.

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WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and HALL below	Indicates a Typhoon to the North-East of the Colony.
3. A DRUM	Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below	Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and HALL below	Indicates a Typhoon to the South-West of the Colony.
7. A BALL	Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and HALL below	Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicates that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being firm published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING. For the benefit of Native Craft and passing Ocean Vessels, a Code will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:—

Gap Rock	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tin Kai.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light houses.

J. D. Tien, Director.

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Intimation.

Wm. Powell, Ltd.,

ALEXANDRA BUILDINGS.

FINE FOOTWEAR

FOR LADIES and CHILDREN.

SMART WALKING SHOES

BLACK GLACE, TAN GLACE, BLACK BOX CALF, TAN WILLOW CALF.



DAINTY SHOES

FOR AFTERNOON AND EVENING WEAR.

"PETER PAN"

The most comfortable and reliable Children's Shoes ever produced.



Built on Anatomical lines and recommended by eminent chiropodists. The Finest English Leather only used in the construction of these shoes.

STOCKED

IN BLACK GLACE, TAN GLACE, BLACK CALF, TAN CALF.

BY **WM. POWELL, LTD.**

ALEXANDRA BUILDINGS.

Hongkong, 29th October, 1909.

To Let.

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, Offices and Godowns.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.
ROOMS in College Chambers, No. 31, WYNDHAM STREET.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 15th September, 1909. [58]

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 22nd October, 1909. [73]

MODREENAGH.

DWELLING HOUSE, to Let at Peak, partly furnished.
Apply to—
JARDINE, MATHESON & Co., LTD.
Hongkong, 21st September, 1909. [724]

TO LET IN CANTON FROM 1ST PROX.

TWO SEMI-DETACHED HOUSES each containing Eight Rooms with Back Yards and Servants' Quarters on Shamonee Lot 55, now in the occupation of the Mitsui Bussan Kaisha.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 4th October, 1909. [694]

TO LET.

KING'S BUILDINGS, OFFICES facing Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909. [463]

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vieux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.).
Apply to—
THE COMPTON DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.
Hongkong, 11th September, 1909. [185]

TO LET.

No. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLVD BUILDINGS, and No. 16B, DES VUEX ROAD next to the Hongkong Hotel.
FLATS in MORRISON TERRACE.
No. 10, DES VUEX ROAD CENTRAL 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June 1909. [5]

TO LET.

GODOWN, No. 54, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 21st June, 1909. [75]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 12.00 noon ... Every 15 minutes.
12.45 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days

SATURDAYS.

Extra cars at 3.15 p.m., 11.10 p.m. and 11.15 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vieux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1909. [24]

RUBBER GROWING.

UNPREJUDICED VIEWS FROM PERAK.
POSSIBILITIES OF FUTURE TROUBLE.

Writing from Perak to the *Manchester Guardian*, on August 26, a correspondent gives the following interesting account of the rubber industry in Malaya:

Some notes on rubber from a resident in the Federated Malay States may be of interest just now, when the boom has reached such surprising proportions. "I am in no way interested in rubber except as an observer, and so may claim to be unprejudiced, though I am far from cherishing such impartiality, for rubber is decidedly a thing to be interested in. After the years of waiting are over, and the trees are old enough to yield the precious latex the profits at present prices represent a return of hundreds per cent. on the capital. It is true that the enormous fluctuations in the price of rubber make the sale of it a gamble, but the gamble only concerns the returns over 100 per cent. When rubber is at 6s. a pound, six-year-old trees on an economically managed estate easily pay 200 per cent. and as they grow older their yield increases. The highest return hitherto paid by a company to its shareholders is 75 per cent but the companies are all paying out of profits the expenses of great areas covered with young trees. The old rule was that only trees of six years of age and upwards should be tapped, but it seems now to be certain that tapping may be safely begun on four-year-olds of good growth, though of course the yield is not great at first. Fine Para has been up to 8s. 4d. a pound, and sells for 7s. 4d. at the time of writing. There is little doubt that these prices are partly artificial and arranged by big dealers for speculative purposes, for it is known that some big stocks are held in London. The highest price in 1907 was 6s. 8d. then rubber, like all things else, shared the effects of the American crisis and sank to its minimum, 3s. per pound. This country was somewhat badly hit at that time, since the value of its chief export and great source of wealth, tin, sank from \$30 to \$25 per picul. It is now between \$58 and \$60; but rubber soared again and is likely to remain high on the average, though the rigging of markets may keep it fluctuating, and a big drop is likely enough within the next six months. The total cost of production ought never to be over 1s. 6d., and a big, well-managed estate on good land can turn it out at a shilling."

PRODUCTION.

For the future there are three possibilities of trouble. Over-production is unlikely. The latest returns show 37,500,000 trees planted on an area of 241,000 acres in the Malay Peninsula at the end of 1908, against 27,500,000 trees and 180,000 acres a year earlier. By far the greater part of these trees are not yet of producing age, but the amount of rubber produced is rapidly rising, apart from new plantings. In 1907 the amount was 1,017 tons, and in 1908 it rose to 1,580 tons. But even that is only about 14 per cent. of the world's supply, and at least sixteen-twentieths of the rubber used in commerce still comes from the forests of Brazil, the Congo, and other countries. It is quite possible to hold that for a good many years the increased supply of plantation rubber from this country, Ceylon, the Dutch East Indies, etc., will do no more than provide for the increase in demand which may be expected. Motor cars and bicycles must have tyres, and the motor industry appears to be yet in its first youth. The production of electrical appliances should go on increasing, and they use up great quantities of rubber. New uses are being found for the article almost daily. It is now used in tanning to produce waterproof leather, with results which are said to be excellent. Rubber paving would become more popular if the price went down, and it has been calculated that to pave London with a two inch sheet, like that which has been so satisfactory at Euston Station, would require 90,000 tons of crude rubber. In time, no doubt, the plantations will bring down the price, but the future demand will probably be for many years as elastic as the article itself. And it must be remembered that wild rubber can not possibly be collected in the forests at anything like plantation cost, so that Brazil and the Congo must be ruined before the planter ceases to make handsome profits.

MANUFACTURED RUBBER.

The second danger is the possibility of manufacturing rubber. Planters and dealers are almost unanimous in scoffing at this idea, but they may be over-confident. Synthetic indigo has pretty well ruined the indigo plantations, and many other vegetable dyes have been ousted by the chemist. Synthetic camphor has come into actual use within the last year or so, but only because the Japanese Government, since it took Formosa from China, has had a practical monopoly of the natural article and now exacts enormous prices. False alarms of synthetic rubber have been so numerous that they have almost ceased to thrill us, but for some years a very large number of men have been tackling the rubber problem in the laboratory, and if the last half-century has anything to teach us it is the folly of ever saying to the chemist or mechanician, "This you cannot do." On the other hand, enough is known of the materials from which artificial rubber, if and when it does appear, will probably be produced to make it seem very unlikely that the laboratory product will be cheap. Further, the most likely result of investigation is not actual rubber, but a substance which may be used to reduce further the proportion of the natural product in the rubber of commerce. Finally, the investor may reflect that when the trees have been in the ground six years, one year's yield will return his whole capital, plus a handsome interest on the period of waiting. So even a firm faith in the ultimate triumph of the chemist need not terrify him.

PEST AND DISEASE.

In the third place, there is the possibility of the destruction of the trees by pests or disease. That such things can happen is known here by

bitter experience, since it is not many years since coffee-planting was killed in that way. It was a flourishing and profitable industry, when suddenly the price of coffee went down and stayed down, a plague swept away most of the bushes, and the industry no longer existed. For many rubber is a second venture. On the other hand, we have now an energetic and efficient Department of Agriculture, which makes a special study of fungi and other pests, and the estates themselves are doing a good deal in the same direction. The planting industry is now its guard. Rubber-growing admittedly does not offer investors a gilt-edged safety, but with a reasonable measure of security it holds out possibilities of profit which are almost dazzling—for those who invest money directly in actual planting. Buying shares in old companies at their present enormous prices is quite another matter, and should be left strictly to the speculator. Moreover, among the rubber companies, which are appearing just now at the rate sometimes of three a day, some are certainly over-capitalised, and the investor would do well to be wary. Small estates are being floated the trees on which are several years' old, indeed; but miserably under-developed owing to neglect. This is the best country in the world for growing rubber, but it is cursed with a most perilous loom grass called lalang, which rapidly grows up on all open ground if not kept in check, and leaves little food in the soil for anything else. Young rubber has no chance unless the ground is kept bare or sown with some harmless plant which does not exhaust the soil (the latter system is preferred by many planters, as it saves the heavy expense of weeding and prevents the tropical rains from washing away the earth). The prospective investor cannot judge of the value of an estate unless he knows the condition of the trees and of the ground: the age of the trees is a very imperfect guide.

There is a great area of good land still under jungle in the Federated Malay States, and more in the new States which have been placed this year under British protection, greatly to their advantage, for British rule is perhaps a more brilliant success here than in any other part of the world. Rubber growing has a great and profitable future. But it is not every company which will pay big dividends, and the trail of the company promoter is already over much of the industry. A great deal of money has been lost as well as made in rubber shares.

Auction.

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC AUCTION,

on TUESDAY, the 2nd November, 1909, at 2.30 P.M., at his Sales Room, Duddell Street, A FINE ASSORTMENT OF GENT'S SUIT LENGTHS AND WHITE WITNEY BLANKETS, AND

TABLE LINENS, SERVIETTES, HOUSEHOLD LINENS, HUCKABACK TOWEL, TURKISH TOWELS, BATH SHEETS, BROWN LINEN TOWELS, LADIES' WHITE LAWN UNDERSKIRTS, WALKING SKIRTS, COMBINATIONS, ROBES, FLANNELLETS, NIGHT DRESSES, DRESSING GOWNS, LADIES' DRESS LENGTHS, &c., &c.; ALSO A few CARPETS and AXMINSTER RUGS. (All New Goods).

Further Particulars from Catalogues which will be issued. On view on Monday, 1st November.

TERMS:—As usual.

G. P. LAMMERT, Auctioneer.

Hongkong, 27th October, 1909. [740]

For Sale.

FOR SALE.

JUST RECEIVED: A SELECTION OF FLOWER, VEGETABLE AND FRUIT SEEDS

in packet of 10 cents each AND Parcels from \$1 to \$10 each.

LAWN GRASS SEEDS.

AND FERTILIZER.

Garden Boots with wooden soles and thick felt lining.

Pictorial Guide to Gardening, &c., &c., &c.

Inspection invited—

GRACA & CO., 27, Des Vieux Road.

Hongkong, 9th October, 1909. [65]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND TOILET REQUISITES

FOR SALE

15, D'ARVILLE STREET, HONGKONG.

Hongkong, 1st September, 1909.

Entertainment

MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of HIS EXCELLENCY THE GOVERNOR.

A BAZAAR and FANCY FETE, promoted by the above, will be held (by kind permission of the Commandant and Officers, Hongkong Volunteer Corps) on the Volunteer Parade Ground, TO-MORROW, October 30th, from 2.30 to 7 P.M.

Many Novelties suitable for Christmas presents.

4 P.M.—Variety Entertainment (arranged by Miss Ella Rowe).

6.15—Play "A Pair of Lunatics" (Cable: Mrs. Worthington and Captain Baird, The Buff).

If wet, the Bazaar will be held in the Volunteer Head Quarters.

Proceeds to be divided amongst various local charities for children; and the Hongkong Cot in the M. C. L. Home at Otterclaw, Surrey.

NO CHITS TAKEN.

Hongkong, 29th October, 1909. [721]

Consignees.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"BINGO MARU."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 3rd November, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.

Hongkong, 27th October, 1909. [458-459]

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"FITZPATRICK."

FROM TACOMA, JAPAN & SHANGHAI.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, October 30th, 1909, at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 3rd November, will be subject to rent.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on TUESDAY, and November.

No Fire Insurance whatever will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 28th October, 1909. [499]

FROM EUROPE.

THE H. A. L. Steamship

"SILVIA."

Captain Portelli, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Nov., 1909, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st Nov., 1909, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th October, 1909. [737]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY."

FROM ANTWERP, MIDDELSBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th November, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th November, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th November, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th October, 1909. [743]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 30th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 28th October, 1909. [741]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 28th October, 1909. [743]

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC."

FROM TACOMA, SEATTLE, VANCOUVER, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 25th October, 1909. [740]

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Cordovan* and *Charente*, from Havre ex s.s. *Charente* and from Bordeaux ex s.s. *Ville de Dunkerque*, in connection with above steamer are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 11 A.M. TO-DAY, requesting it to be landed here.

Advertisement.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July 1909.

BIRTH.

On October 13, 1909, at Pakhoi, to W. R.
and H. M. Brown, a daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 29, 1909.

INTERNATIONAL MARITIME CONFERENCE.

We gather from a home paper that at the third Conference on Maritime Law, which has been sitting at Brussels, many interesting points of great interest to shipping men will be dealt with. Proposed treaties on collisions and salvage and draft treaties on shipowners' liability and maritime mortgages and liens will be brought before the Conference for consideration and adoption. All the principal nations will be represented at the Conference which were at the Diplomatic Conference held at Brussels in October, 1905. Since then the proposed treaties have been considered at several meetings of the International Maritime Committee, an unofficial organization composed of representatives of maritime law associations, commercial bodies, shipowners, and underwriters. This Committee met last in 1907 in Venice and is now meeting this year in Bremen. In their present form the proposed treaties would, if adopted, radically change the law of Great Britain and the United States. The collision treaty provides for liability proportionate to fault, which is the rule of continental countries as distinguished from that of Great Britain and the United States. In their Admiralty courts, where both vessels are at blame for collision, the damages are divided equally. On the Continent, they are apportioned in accordance with the degree of fault. It is proposed further that this rule of proportional liability should be applied to cargo, so that the owner of a cargo can recover only one half, one-third, one-quarter, or one-fifth of his damages, as the case may be, from a vessel which is held in fault to that extent. According to the United States law, which in this respect differs from the British, the cargo owner can recover the whole of his damage from one of the colliding vessels, which, in turn, may recover contribution from the other. Even where the Harter Act prevents a recovery by cargo from the carrying vessel, the United States Supreme Court has decided that the other vessel

must pay the whole damage and then set off one-half the sum paid against the carrying vessel. The proposed treaty declares that there shall be no recovery in "solidarity," i.e., for the whole damage, against one of two vessels in fault. Another important change suggested relates to limitation of a shipowner's liability. Under the United States statutes as in most continental countries, by surrendering the value of the vessel and her pending freight, the shipowner is relieved from further liability for disasters occurring without his knowledge, through the fault of the master. In England, the limitation is based on an arbitrary sum of £8 per ton gross register, or £15 per ton where there has been loss of life. The new treaty proposes to combine the two systems by giving the shipowner the option to limit his liability by paying £8 or £15 per ton or by surrendering the vessel as she is at the end of the voyage with her pending freight. The result would be that if the vessel was worth less than £8 per ton, freight included, the owner would surrender her; if she was worth more he would claim the £8 limitation.

LOCAL AND GENERAL.

THE German Minister in Tokio is on a visit to Peking.

THE railway wharves at Lok-lo-ha and at Tai-po were destroyed in the recent typhoon.

THE Viceroy of Fukien has reported to the Government of his intention to raise a public loan of Tls. 5,000,000.

FINES of \$100 each were imposed on two Chinese men from Aberdeen at the Magistrate's court for being in possession of 55 lbs. of dynamite. The fines were not paid.

THE total output of the Chinese Engineering and Mining Company's mines for the week ending 16th October amounted to 27,413.19 tons and the sales during the period to 21,045.77 tons.

INSPECTOR Gourlay (Inspector of Weights and Measures) prosecuted three Chinese shopkeepers in the Police Court this morning for using false scales. Two of the shopkeepers were each fined \$10 and the third \$15.

THE case in which a ticket-collector of the Star Ferry Company, Limited, is charged with an alleged attempt to defraud a Corporal Whisks of a ticket again came on in the Police Court this morning and was further adjourned. Mr. W. E. L. Sheaton (of Messrs. Deacon, Looker and Deacon) appeared for the prosecution.

THE P. & O. Company will celebrate the seventieth anniversary of the granting of its charter next year. The founding of this great line were laid considerably before 1840, but it was in that year that it was formally incorporated. The Cunard Line was also established in 1840, and will complete seventy years of Atlantic service on July 4 of next year.

IN the Police Court this morning, Mr. J. R. Wood (Second Magistrate) delivered his decision in the case in which two mafiosos were brought up in connection with the recent Causeway Bay disturbance. His Worship remarked he had great doubts about the case and bound over each of the defendants in the sum of \$100 to keep the peace for six months.

WITH reference to the recent report that the foreign Powers proposed to appoint delegates to China for the purpose of exercising financial supervision, a Chinese dispatch says that the Government has received the intelligence with much concern and has, therefore, telegraphed to order the Chinese Ministers accredited abroad to discover whence the report originated and to reply by cable.

THE case was continued in the Police Court this afternoon in which a Chinaman is charged with stowing away six compartments on board the s.s. *Eden* some time ago with a view, so it is alleged, of getting them into Australia. Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) prosecuted, and Mr. Eldon Potter, instructed by Mr. F. X. d'Almada (of Messrs. d'Almada and Morris) appeared for the defendant. Mr. F. C. Birlow (of Messrs. Goldring, Barlow and Morrell) represented one of the stowaways who had been convicted. Further evidence was taken and the case adjourned.

KING Manuel of Portugal will, it is stated, arrive at Windsor Castle on Nov. 15. His Majesty's birthday. He will first go to Madrid, to return King Alfonso's visit of last spring. The Lisbon *Scavo* says King Manuel's visit to England will last twelve days. No official announcement has yet been made, but the *Scavo* declares that his Majesty's bride will be Princess Alexandra of Fife, eldest daughter of the Princess Royal and the Duke of Fife, and that the marriage will take place in Lisbon early in April next. This is, however, emphatically denied here. It is believed in Court circles that the King of Portugal will be betrothed next year to an Austrian Archduchess who has a very large fortune.

By direction of the Admiralty the armoured cruiser *Minotaur*, of the First Cruiser Squadron, is to be recommissioned in January to relieve the armoured cruiser *Ki Alford* as flagship of the Commander-in-Chief of the China Station. The *Minotaur*, which has only had sixteen months' service since commissioning as a new ship, is larger and more powerfully equipped than the *Ki Alford*, and will be placed in the Dockyard hands at Chatham for a refit before leaving for the Far East to enter on her new duties. She is armed with four 9.2 in. and six 7.5 in. breechloaders. The present crew of the *Minotaur*, which joined her from the Midway depot, will be replaced by a Portsmouth crew on recommissioning.

After the Gale.

OF USE TO GAP ROCK.

RETURN OF THE DESTROYERS.

At the meeting of the Legislative Council yesterday, the Governor mentioned the fact of the commissioning of the *David Gillies* and the torpedo-boat destroyers to search for the fleet of disabled junks reported by the *Alfred Holt's* s.s. *Cadmus* full particulars of which have already appeared in the *Hongkong Telegraph*. A second commission was organised and despatched this week to conduct further search in the waters around and beyond Gap Rock for any trading junks that may still be in aid of assistance. The second commission consisted of the following vessels:—H. M. sloop *Cadmus*, the destroyers *Handy* and *Janus*, and the steam tender *Stanley*. Upon the return of the vessels to-day a representative of this paper was enabled to gather particulars of the second expedition.

On Wednesday last the *Stanley* was due to effect her usual relief at Gap Rock, and the occasion was availed of to charge her with the further duty of carrying out the search. Accordingly, she was provisioned with 300 piculs of rice on Wednesday (27th inst.) morning. She took in supplies while lying at Douglas Buoy, leaving off at 7.30 a.m. for Gap Rock. Within an hour of the *Stanley's* departure H. M. sloop *Cadmus* followed, the other Admiralty vessels commissioned being, as stated, the destroyers *Handy* and *Janus*. The *Handy* took a westerly course keeping close to Lantau Island; while the *Cadmus* and the *Janus* followed in the wake of the Colonial Government's vessel, steering S.S.W.

SPOKE THE "PROTECTOR."

When off Lingling Island at 9.15 a.m., the *Stanley* sighted the salvage steamer *Protector* making for a Hongkong harbour on her return from the Pailacels to save the Norwegian steamer *Ragnar* which has since become a total wreck. The *Stanley* spoke the *Protector* and asked if she had seen any disabled junks or wrecked vessels on the voyage up from the Pailacels. The Danish vessel ran up the pennant, "Yes." Whereupon the *Stanley* hoisted the signal: "Direct me how to steer." Almost simultaneously the *Cadmus*, not far astern of the *Stanley*, ran up signals asking the *Protector* to heave to, which the latter did. The British sloop then went alongside.

During the manoeuvres between the *Cadmus* and the foreign boat the destroyer put on steam and went ahead shaping a course to Gap Rock. Through the megaphone a brief conversation was held between the commander of the sloop and the captain of the *Protector*. This did not last long and it was soon observed that the former vessel was again on the move in continuance of her voyage.

When about overhauling the *Stanley* the *Cadmus* inquired, by signals, "Where are you going to search?" and the smaller vessel replied with the flag denoting "To Gap Rock." Soon after, the *Cadmus* took the lead of the *Stanley* and also proceeded in the direction of Gap Rock.

The first of the vessels to reach the lighthouse station was the *Stanley* which considerably out-distanced the two other warships. When the gunboat reached Gap Rock, she hoisted and signalled by megaphone to the lightkeepers: "Have you seen any junks drifting? And where?" Having obtained all the information they desired, the *Cadmus* resumed her voyage and was seen to proceed to the West to the L. Drone Islands and then changed her course in a S.W. by W. direction.

The Hongkong Government tender was late in arriving at Gap Rock, which she reached some time before noon. Within an hour of getting relief over, she was again on the move. This time she steered South and covered a distance of twenty miles from Gap Rock; then pointing her nose eastward Capt. G. L. Willoughby took his command eastward some twenty-five miles distant without observing a thing on the water. Assured that no further derelicts were floating about, he decided to return to Hongkong, and came back to port outside of Lema Island through Waglan into Lyemau and on to Hongkong, arriving here about midnight on Tuesday night.

DANGER TO NAVIGATION REMOVED.

Early on the morning of Wednesday, the *Stanley* was again under orders to proceed to Pillar Point which she visited last week. Her orders were to pull off the mast of the junk which foundered off Pillar Point on 18th inst. and which she located on her first cruise to Castle Peak Bay. The junk constituted a danger to navigation lying as she was on the bottom of the sea right in the track of the river steamers.

Early in the forenoon yesterday the *Stanley* arrived at her destination when she at once proceeded about her special business with capital precision. By means of her anchor and several fathom lengths of cable, the *Stanley* started to break up the junk. The *Stanley's* *operandi* was to attach the anchor to one end of the cable which was lengthened with the addition of a rope and then flapping the whole contrivance down on the wreck. This action was repeated several times in succession, and each time the anchor was brought up again it fished something or another from the hull of the submerged wreck. The gunny bags that were brought up established beyond a doubt the correctness of the first surmise that the junk's cargo was one of rice when she was overtaken by the typhoon and sank. Among other articles picked up from the wreck were two wooden windlasses forward. The *Stanley* ultimately succeeded in partly breaking the junk's stern into splinters which floated up to the surface. For two hours the operations were continued without intermission, after which the wreckers made an adjournment for the much-needed luncheon.

When work was resumed in the afternoon, it was with the intention of dismasting what was left of the junk. This is how the wreckers went about their task. They hung the anchor with a slip rope, put a half-hitch eye

the rope with a cable, stacked out chain and let go the anchor. When sure of the anchor on the wreck, those on the *Stanley* hove in the chain and up came the mast intact. It was that of a deep-sea junk and when seen by our representative on the scene, this morning, it measured 60 ft. in length with its greatest girth about 4 ft. As soon as the mast came to the surface it was lashed alongside the *Stanley*, which, having fulfilled its allotted task, steamed back to Hongkong, reaching here at 5 p.m. yesterday. The mast was landed ashore and we are informed the Harbour officials are awaiting to hand it over to its rightful claimants: if any survived the fateful typhoon. We believe the junk's number on the mast is 4305.

River steamers proceeding to and from Canton can now do so without any fear of striking the submerged junk, as it no longer constitutes a danger to navigation. Soundings were taken and quite eight fathoms of water was found over the remains of the wreck.

THE DESTROYERS' RETURN.

Both the destroyers as well as the *Cadmus* returned to port this morning. The first to put in her appearance was the *Handy*, then the sloop, and last of all the *Janus*. So far as we have been able to ascertain the result of the two days' careful search failed to discover any further derelicts or disabled junk. In the course of her cruise the *Janus* ran short of water but managed to get a supply.

It can now be concluded that all the help that was possible to render the fleets of Chinese junks had been most promptly despatched by the Government whose humane efforts were seconded by the Admiralty officials. Thanks to this mutual co-operation many Chinese sailormen owe their lives to-day to Sir Frederick Lugard's thoughtfulness and Commodore Lyon's willing assistance to send forth the vessels under his command to the rescue of valuable Chinese lives and property.

PRINCE ITO

ARRIVAL AT PORT ARTHUR.

Prince Ito arrived at Port Arthur at 11 a.m. on the 20th inst. A large crowd of officials, Japanese residents, and school children assembled at the station to welcome His Excellency. The Prince took up his quarters at the Yamato Hotel. After luncheon he visited the Civil Administration Office, the Naval Station, the Harbour Office, and the museum of war relics. In the evening he was given a reception by officials and private Japanese residents. His Excellency leaves Port Arthur by the 7.40 a.m. train to-day, the 21st inst., for Mukden.

On the evening of the 19th inst., a reception was given to Prince Ito at Dairen jointly by Japanese and foreign residents and Chinese. There were present over 300 gentlemen of various nationalities.

In a speech Prince Ito said that he had long desired to visit Manchuria, but had had no time to spare to gratify his wish. Now he had a little leisure and undertook the journey with the Imperial sanction. Having arrived only the previous day, he had nothing to say which would be of value to his hearers. On the contrary he wished to hear the valuable opinions of those who were present. He would, however, say a few words about his feelings regarding Manchuria. Peace in the Far East was an important matter for Japan, whose duty it was to maintain it. It was therefore of primary importance for the Japanese authorities in Manchuria to promote all undertakings and act in strict observance of the principle of "the open door and equal opportunity," and Japanese residents in Manchuria should respect that principle, and always maintain friendly and amicable relations with the Chinese and Russians. The Japanese Government and people warmly desired the success of the progressive policy now pursued by the Chinese Government, and they hoped, if it was impossible to render direct assistance to the Chinese Government in this matter, that they might be allowed to give indirect assistance. F. urged the Chinese in Manchuria to strive to maintain their friendship with the Japanese and to promote their mutual interests in the enjoyment of the benefits of civilization. In his opinion, the interests of Russia in this part of the world did not conflict with those of Japan. By the promotion of their respective interests the development of this district would be enhanced and the benefits of material civilization would be bestowed on the Chinese. In chief, the peace and development of Manchuria could only be assured by the co-operation of Chinese, Japanese, Russians, and other foreigners who had interests in the territory and the peaceful development so made would contribute not a little towards the preservation of peace in the Far East. *Japan Chronicle*.

MEETING WITH RUSSIAN OFFICIALS ARRANGED. Tokyo newspapers insist in jesting with political significance the trip of Prince Ito to Manchuria, and it is evident that the man in the street is determined to believe that the venerable statesman's journey is directly connected with railway problems, namely, the now much-talked-of Chi-chow-Tsitsihar road and the future of the South-Manchuria and the East-China lines. One thing appears certain, remarks the *Japan Mail*, namely, that there is to be a general meeting of Russian and Japanese high officials in Harbin, and that the meeting will synchronise with Prince Ito's presence there. Thus Japan has arranged for the presence of Mr. Koike, Consul-General at Mukden, and Mr. Kawakami, Consul-General at Harbin, and Russia, in her side, has instructed her representative in Peking to visit Harbin, and wired to the President of the East-China Railway also to repair thither. Of course, St. Petersburg may be making these arrangements in connection with the coming of the Minister of Finance, but the public naturally declines to believe in so many mere coincidences. For our own part we think that there is ample reason for the Finance Minister's visit to Harbin and Vladivostok without attributing to it such profound significance as some of our contemporaries are disposed to do. At any rate, we anticipate only a beneficial result. A meeting between Prince Ito and a Russian Minister of State in Harbin must have a good effect on the relations between the two Powers, and at all events there will be no margin into which mystery mingles can read sinister forebodings. It may also help to disperse Russian local officials of the idea that every Japanese subject travelling in Manchuria is a soldier in disguise.

CANTON DAY BY DAY.

MR. FAIRBANKS IN CANTON.

[From Our Own Correspondent.]

Canton, 28th October. At 8 o'clock this morning H.E. Yuen Shu Huan personally proceeded to the Shamen to return the official call of the ex-Vice-President of the United States of America, Mr. Fairbanks, at the American Consulate-General. At noon to-day the distinguished American visitor, accompanied by the American Consul-General, Hon. Leo. Bergholz, was entertained at luncheon at the Viceroy's Yamen.

PRATAS ISLAND.

Expectant prefect Tsai Hong and Captain Wong Yau Tong have been instructed by the Viceroy to act as representatives of the Chinese Government, to proceed to the Pratas Island to take possession of the properties on the land from the Japanese. The Viceroy has, accordingly, given authority to Shan-hou-chu to appropriate a sum of \$130,000 (Canton currency) from the Canton Provincial Government Treasury to be paid to the Japanese Consul at Canton on the return of the two officials from the Pratas Islands.

MILITARY VISITOR.

The Ministry of War at Peking has sent a telegraphic despatch to the Canton Viceroy informing him that about the middle of the 10th moon a high Austrian Military Officer will arrive at Canton on a tour to review the provincial troops and the land forces in Kwangtung. The despatch instructed the Viceroy to receive the foreign visitor with the honour due to his rank and to accord him all adequate facilities in his mission. The Viceroy is required to report the date of the visitor's arrival and departure from Canton for the information of the Ministry.

FLOODS ABATED.

The Canton Canton Relief Committee has hired the steam-launch *Kwong Loi* to carry a large quantity of rice and other provisions to the districts of Ko Yiu, Tung On and Shek Lung for distribution to the flood sufferers. A telegram has been received from Sunning by the Central Relief Committee informing that body that the flood there has already abated and the place has resumed its normal aspect. The villagers have returned to their houses and settled comfortably as before, so the supply of rice from Canton is not now necessary.

LIKIN COLLECTIONS.

The collection of Likin dues in Canton during the first ten days of the 9th moon as reported by the Likin officials to the Viceroy amounted to 49,369.13 taels.

THE ALLANA CASE.

FURTHER ADJOURNED.

At the Magistrate's court this morning, before Mr. E. R. Hallifax (First Magistrate) Mr. Leo. d'Almada (of Messrs. Goldring, Barlow and Morrell) applied on behalf of the prosecution for a formal adjournment in the case in which S. E. Allana, of 55, Hollywood Road, is charged by S. A. Marican, of the Dragon Cycle Depot, 31-35, Des Vaux Road Central, with the alleged embezzlement on the 1st of May last, when in the employ of complainant, of a gold watch and chain, a sum of \$150 on the 15th of May and obtaining a ticket for Calcutta on the 25th August by means of false pretences.

Mr. Allana, in making the application, stated that he asked for a formal adjournment pending proceedings against another bankrupt (Ebrahim Moosa, late of Moosa & Vieira and Company) by the Official Receiver.

Mr. F. Pagel Beit, who appeared for the defendant, opposed the application.

Mr. Allama stated that the evidence in the case would be used as evidence against Moosa, which would be prejudicial to his case.

The case was adjourned till 2.15 p.m. on Monday. Bail was allowed in the sum of \$500.

LORD KITCHENER'S TOUR.

VISIT TO NEWCHWANG AND PORT ARTHUR.

Port Arthur, October 23rd. Lord Kitchener arrived at Newchwang yesterday at 10.30 a.m., and was received by Japanese officers, the British Military Attaché and Consul, and the leading residents. Lord Kitchener left by a Japanese special train, provided by the Japanese authorities, at 1 p.m. for Port Arthur, secong, en route, the battlefields of Tashichiao and Telien. The Japanese staff officers who are to be attached to Lord Kitchener's suite gave an official reception on the arrival of the train at Port Arthur at 8 p.m.

To-day Lord Kitchener visits the perimeter forts, where many thousands of lives were lost during the attacks on the fortresses.

To-night Lord Kitchener dines with the Governor of Port Arthur, who will hold a reception after dinner.

Lord Kitchener and his party are staying at the Yamato Hotel—guests of the Japanese Government, and the preparations for their reception and comfort have been most carefully carried out.—*N. G. D. News*.

FESTIVITIES AT PORT ARTHUR.

Taiwan, October 25th. During their stay at Port Arthur, Lord Kitchener and his party were the guests of the Japanese Government at the Yamato Hotel, where a guard of honour was in attendance. On Saturday, after visiting the forts Lord Kitchener attended a dinner given by the Governor of Port Arthur. The Governor held a reception in honour of his guests after dinner. Mutual toasts of "Our Respective Rulers" were received with Japanese "banzais," led by Lord Kitchener, after a short speech alluding to his hopes of the continuance of the Anglo-Japanese Alliance.

On Sunday 20th Meire Hill was visited, and here Japanese officers explained the nature of the attacks made on this position. Lord Kitchener was much interested. The party was photographed on the summit of the hill.

Later in the day Lord Kitchener visited the War Museum, where he was shown mines, hand-grenades, and relics of the siege of all kinds.

ORIUM AT MACAO.

EFFECT OF U. S. LEGISLATION.

Reference to the opium trade at Macao is made in the last report of the Lappa Commissioner of Customs, who writes:—

The import during 1908 falls short of the previous year's figures by 134 piculs, and in view of the fact that the Chinese Government have instituted a regular crusade against the practice of opium-smoking, the figures given in the subjoined table, showing a gradual diminution in the import of the drug during the past few years, are not without interest—

	1905.	1906.	1907.	1908.
Piculs.	1,783	1,650	1,406	1,282

Smuggling from Kwangchowwan continues to affect, so far as Lappa is concerned, the districts down the west coast, but the decrease to be noted during 1908 must be chiefly attributed to the stringent regulations enforced for the licensing of smokers, which caused consumers in the interior to refrain from laying in stocks and which, assisted by moral suasion, seems destined to reduce the import to the limit of the country's requirements of the drug as a medicinal preparation only. Duty and likin were paid at the Lappa Customs House on 1,275 piculs; 1,282 piculs actually passed the stations. The existence of this excess can be explained by the fact that there were remaining at the end of 1907 29 piculs on which duty and likin had been paid and which had not passed the stations at the close of that year. The Macao opium farmer received 2,157 chests during the year, as against 2,161 chests in 1907, and is reported by the Opium Superintendency to have prepared 561 chests (24,455 balls) for local consumption and 1,615 chests (84,630 balls) for export to San Francisco. 2,016 chests (80,660 balls) were actually shipped. This excess must also be attributed to stock in hand from the preceding year. The news of anti-opium legislation in America led importers to withhold their orders on Macao towards the end of the year, during the last two months of which the farmer imported 104 chests only, against 377 during the same months of the previous year. The preparation of opium for export to San Francisco ceased on the 6th November.

GARRISON SCHOOLS CONCERT.

CHARMING ENTERTAINMENT AT THE R. E. THEATRE.

Last night, the Hongkong Garrison Schools held a concert at the R. E. Theatre, which proved a success in every respect. The concert-hall was tastefully decorated with flags and the seating accommodation provided was comfortable to a degree. Great credit is due to Miss Myles, the Headmistress, and Mr. L. Hayne, the Headmaster of the School, for the high standard of excellence attained by the children, and it is to be hoped that these light functions will come to be a regular feature of the little ones' school life.

The concert opened with an overture by the Band of the Buffs, excepted with the Band's usual brilliance. Then followed the gle "Hail, Smiling Men!" by the elder children, which was given in perfect harmony. "Widdicombe Fair" by Master H. Williams, elicited a popular applause. The infants then appeared in an action song entitled "Merry Little Japs" which was gone through in capital style. No less promising feature of the entertainment was the dexterous exhibition of club-swinging by Master W. Phillips, which was greatly admired by the audience. Misses V. Smith and E. Phillips appeared in a duet entitled "O, Hush Thee, my Babe," which was very sweetly sung. The first part of the programme concluded with an action song entitled "The Farmyard," in which the children created an excellent impression.

The second part of the programme opened with the song "The Chorister" by Master R. Finlan, given in fine voice. Misses N. Lock and H. Hooper then appeared in a pianoforte duet entitled "Merry Skaters," which was brilliantly executed. Next followed "Nursery Rhymes" given under a very picturesque setting, in which no little amusement was caused by one of the children holding a magnifying glass before his face, presumably to protect his eyes from the dazzling charms of a blushing maid. The elder children next gave a charming exhibition of physical drill, with musical accompaniment, which was vociferously applauded. The audience were then treated to the strains of "The Glorious Flag of England" by the elder children, one of whom represented Dame Britannia. The children's efforts were loudly applauded. After the Buffs' Band had played "A Country Girl," a very enjoyable evening was brought to a close with a one-act farce entitled "Assurance and Insurance," which proved extremely amusing. The following was the cast:—

Peter Prudent, an insurance agent, Master W. Rodman.
Sam Siam, an office boy, R. Finlan.
Susan Sweet, a young lady, Miss H. Hooper.
Alimadad Silver, a Quaker, Master W. Golding.
Police man, C. Smith.

MINISTERING CHILDREN'S LEAGUE.

THE FORTHCOMING BAZAAR.

An excellent programme has been drawn up in connection with the bazaar and fancy raffle to be held to-morrow afternoon on the Volunteer Parade Ground, under the auspices of the local branch of the Ministering Children's League. Some of the variety entertainments are:—A Tin Tan Tale" by the Misses Iris and Diana May; a minuet by Miss Stella Jupp and Miss Angela Ormiston; a song by Miss Ella Rowe; and a dance by Miss Yere David. The above items commence at 4 o'clock, at the conclusion of which a troop from the North will occupy the stage. At 6.15 p.m. a one-act farce entitled "A Pair of Lunatics" will be staged, to be played by Mrs. Worthington and Captain Baird, which should prove a big draw. It is to be hoped there will be a good attendance in aid of the deserving institution.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE EUNUCHS.

ABOLITION OF SERVICE.

[By courtesy of the "Sheung Po".]

Peking, 28th October.
The Prince Regent has determined to abolish the eunuch service in the Palace.

The period for abolition has been fixed at six years, commencing from next year.

OPIMUM SMOKING OFFICIALS.

DISMISSED FROM SERVICE.

[By courtesy of the "Sheung Po".]

Peking, 28th October.
The Provincial Treasurer and the Judge of the Kweichow Province have been dismissed from service on account of their being still addicted to the opium habit.

CANTON-HANKOW RAILWAY.

THE LOAN AGREEMENT.

[By courtesy of the "Sheung Po".]

Peking, 28th October.
There is considerable difficulty in effecting the cancellation of the Canton-Hankow Railway Loan Agreement owing to the insistence of America to participate in the loans.

FOOTBALL LEAGUE.

FIRST DIVISION.

The fourth round fixtures are as under, and all the matches have been fixed to be played at the Happy Valley to-morrow afternoon, and none on the Kowloon side. One game has been arranged to commence at 3 p.m. and the other two at the usual time, 4.30.

Hongkong Football Club vs. Naval Yard, at the Club Ground, 4.30 p.m. Referee: Mr. Hanson.

Buff's vs. Kowloon Football Club, at the Military Ground, 3 p.m. Referee: Gunnar Marsh.

Royal Engineers vs. R.G.A., at the Military Ground, 4.30 p.m. Referee: Sgt. Edwards.

The Kowloon F.C. team is as follows:—G. Folkes (goal); Allen and Lapsley (halfbacks); Storrie, Cooper and C. Wilkie (halfbacks); Hedley, Morris, Brown, T. Wilkie and Mead (forwards).

The Hongkong Football Club will be represented by the following gentlemen in the match vs. the Naval Yard:—Messrs Kew Carroll, McCubbin, Chapman, Barlow, Gregory, Atkinson, Shaw, Sayer, Weston and Manning.

Only one match has been concluded in the first round of this division and the remaining three will have to be played off at the end of the competition. The second round will come off to-morrow afternoon and should be interesting.

The fixtures are as follows:—

Lusitano Recreation Club vs. Boys' Own Club, on the Hongkong Football Club Ground, at 2.30 p.m. Referee: Sapper T. Heigh.

"A" Company Buff's vs. 87th R.G.A., on the Parade Ground, at 3 p.m. Referee: Sgt. Graham.

"B" Company Buff's vs. M.R.C., on the Military Ground, at 2.30 p.m. Referee: Corpl. Kelly.

88th Co. R.G.A. vs. 83rd Co. R.G.A. on Lyman Ground, at 4 p.m. Referee: Q.M.S. Barstater.

The B.O.C. will be represented by the following in the match against the Lusitanos:—K. Khan, J. Chow, J. Redfern, H. Goldstein, A. A. Abbas, I. E. Chunyui, Y. Abbas, G. Cabero, I. L. Goldenberg, S. Jex and Stemmers.

M.R.C. team for to-morrow's match versus "B" Co. Buff's is:—

(Goal) N.M. Bux, (Back) S. Hartman, J. M. Dyer, (Halfbacks) F. Moore, Alim Khan, R. Nazarin, (Forwards) G. G. Markar, A. Box, A. Arculli, S. K. Moosa, C. G. Markar. Reserve: A. R. Samy.

CRICKET.

HONGKONG CRICKET CLUB.

The following have been selected to play for the following teams to-morrow afternoon, commencing at 1.45 p.m.:—

Capt. Baird's Team:—Lt D. K. Anderson (Buffs), Lt H. O. Bignall, R.A., Capt. H. H. O. Baird (Buffs), Capt. R. D. Crawford, R.A., E. W. Day, E. A. Fowler, Lt H. W. Green (Buffs), Lt J. C. Jones (Buffs), H. R. Makin, E. C. Oliver, R. M. E. H. Oliver, and T. E. Pearce.

Mr. Turner's Team:—R. E. O. Bird, Capt. H. M. Beasley, R.A., A. A. Claxton, Capt. D. Clapham, R.A., A. C. E. Elborough, W. N. Edwards, Capt. G. E. Garnett, R.A., R. O. Hutchison, H. Hancock, Lt H. M. Lippman, 35th Regt, W. C. D. Turner, and A. H. Young.

The following have been chosen to represent the 2nd Eleven in their League match against the Royal Engineers at Happy Valley to-morrow afternoon, commencing at 2.15 p.m.:—F. C. Browning, A. P. Dashwood, E. C. Hageb, E. Irving, P. J. A. Mackenzie, W. E. L. Sheaton, R. F. Long, A. G. Leith, A. Whitmarsh and 4 substitutes.

C. C. G. "A" TEAM vs. KOWLOON "A" TEAM. This friendly match will be played at the Kowloon Cricket Club ground to-morrow afternoon. Organizers' team are:—L. E. Lamont, (Capt.), R. A. Carvalho, H. W. Peterson, P. Morris, S. B. Halliwell, F. R. W. H. Warren, F. R. Lamont, R. Raza, S. E. Green and A. E. Gomez (U).

WUCHOW IN 1908.

EXTRACTS FROM CUSTOMS REPORT.

The year 1908 was marked by the dislocation of the pool which had existed between the various West River steamship companies and by the efforts of the Chinese flag to attract the better part of the carrying trade. The result of the dislocation was to create a rate-cutting competition between the companies and to facilitate the establishment of a Chinese company with two steamers running to Hongkong and one to Canton, which company, thanks to certain international incidents, had no difficulty in ensuring the patronage of Wuchow shippers. Chinese steamer tonnage has trebled since 1907, and may be put down at 280 entries with 60,000 tons. The French flag disappeared for some months, owing to the loss of the *Tungking* in the Canton typhoon; and the German flag withdrew entirely. The British flag is still prominent with over 500 entries and 175,000 tons, represented by the best steamers on the river. The total entries of the river steamers were only 1,120, but their aggregate tonnage—255,981 tons—was by far the highest on record. Communication with Nanning is secured by two motor-boats, of about 50 tons each, drawing less than 2 feet 8 inches, and which are able to run all the year round carrying cargo and passengers, and also by a number of chartered junk, which during 1908 aggregated 457 entries and clearance with a tonnage of 12,451 tons. The river between Wuchow and Nanning was surveyed, with a view to ameliorating the channel; but this is a titanic work, the accomplishment of which cannot, for many reasons, be expected in a near future.

PASSENGER TRAFFIC.

During 1908 a total of 218,290 passengers travelled to and from Wuchow: 374 foreigners and 107,582 Chinese came to Wuchow and 322 foreigners and 109,942 Chinese left the port. Hongkong steamers brought 125 foreigners and 6,760 Chinese, and took away 150 foreigners and 7,901 Chinese; and 210 foreigners and 25,544 Chinese came from Canton and Samshui, while 158 foreigners and 25,020 Chinese left Wuchow for these two places. The other passengers went to or came from Nanning and inland places by steam-launch.

TREASURY.

Endeavours were made during the year to ascertain the amount of treasure transported by steamer to and from Wuchow, but with little success. As regards Hongkong no treasure was declared; but Government vessels brought from the Canton Mint large quantities of copper coins and silver 10-cent pieces, mostly for the use of the Kwangsi troops, and also whole dollars for the Wuchow market.

OPIMUM.

During 1908 only 20 cattles of Falan opium were imported direct from Hongkong and 2,786 cattles via Canton. No native opium came from Canton, but 1,031 piculs passed the Native Customs in junks bound for down river. The total native opium said to have entered the province of Kwangsi from Yunnan and Kweichow is 5,651 piculs; but no reliable information can be obtained on this subject.

MISCELLANEOUS.

The inundations of 1908 were calamitous. The river, which rose to 67 feet 3 inches, was still 1 foot below the flood of 1921; but the suddenness with which the water came, the rapidity of its rise, the eddies and swirls it formed along the anchorage, and the wreckage and devastation it caused along the Sikang and its affluents, were greater than any within the recollection of living man. On the 11th June the gauge marked only 6 feet 8 inches, on the 16th it marked 36 feet, and on 19th over 67 feet. There was from 12 to 15 feet of water in the streets of the city, and when the water retired it left everywhere indescribable filth, which in drying, gave birth to malarial infection. This flood was due mainly to the swelling of northern streams, and later in the autumn the Nanning River sent fresh volumes of water which brought the Wuchow River once more near overflowing point. Machinery has been imported for mowing purposes, but results are not yet apparent. A School of Agriculture was opened at Kweichow early in the year for the purpose of forming a corps of experts in scientific farming with a view to educating the masses in the province.

CHINESE COMMEMORATION STAMPS.

AT SHANGHAI.

Although the local Chinese Imperial Post Office had made special arrangements to meet a rush to buy the second issue of commemorative stamps which were on sale yesterday morning, 25th inst., the eager crowd of buyers quite overran the space allotted for the sale. Before eight o'clock a crowd had collected outside the entrance to the post office from Museum Road and when the doors were opened at nine the buyers surged into the building until the available space was crowded. It was interesting to note that there were as many foreigners as Chinese and that, on the whole, good temper prevailed among the multitude. The few ladies who were there appeared to be in difficulties until the postal officials allowed them to cross over into the centre of the department. There it became a matter of sheer patience and endurance for the remainder. Several Chinese fainted and were carried out by the police with great difficulty. As the crowd was momentarily becoming greater the outer doors were then shut, for it was evident that nothing short of the whole issue would have satisfied the demand. After nearly two hours' strenuous work the supply gave out. Hundreds of people were unable to obtain any stamps although over 150,000 were sold.—N. C. D. News.

A SIX-MONTH LABOUR on the S.S. *Asia* was awarded this week's hard labour in the Police Court this morning for stealing two bolts of canvas worth \$50 from the ship. The canvas was found concealed under some matting at the ship's half-way from the ship in a stevedore.

INTERPORT CRICKET.

THE SHANGHAI TEAM COMPLETED.

The selection committee of the Shanghai Cricket Club met on Saturday evening and made the final selections for the Interport team, which is to visit Hongkong, leaving here by the steamer *Montague* on November 15 next. The remaining places were filled by the selection of W. E. Wilson, P. Lamb, T. Main and H. Middleton. Of the four, Middleton and Wilson are new to Interport honours, but both and Lamb took part in the game played in Hongkong in 1907. On that occasion Lamb scored 13 and 0 for twice out, but Main had the unenviable experience of getting a pair of spectacles (O. out and O. out). With the ball, however, Main did remarkably well, taking 10 wickets for 110 runs, an average of eleven runs per wicket. Neither of these two men was selected for the match played in Shanghai last year.

The team as now selected constitutes the following:—R. N. Anderson, G. M. Billings, G. C. Humphreys, A. E. Lanning, V. B. Lanning, W. H. Monie, O. D. Rasmussen, L. Walker, W. E. Wilson, P. Lamb, T. Main, and H. Middleton.

On the whole, the team is a good one, though not thoroughly representative of Shanghai, for Captain E. I. M. Barrett and A. C. H. Caruthers, two of the best players in the Settlements, are unable to get away. In bowling the team will be strong, having a particularly good quartette in V. H. Lanning, O. D. Rasmussen, W. E. Wilson and T. Main. All excepting Main have been bowling very well this season; Main has bowled well also but he has not met with any success worthy of mention.

The batting is not particularly strong though Moulie and Anderson have already indicated that they are both in form. A. E. Lanning will probably do well with the bat, but of the rest of the team one cannot expect a great deal.

Hongkong will have a strong eleven and will be in a position to put their best men in the field, consequently the Southern Colony should stand the better chance of winning. However, the best wishes will accompany the Shanghai team and all residents will hope it will bring back another Hongkong flag.—Shanghai Times.

THE JAPANESE IN KOREA.

Admirable as is the activity displayed in so many directions by the Japanese, it cannot be said that they have succeeded so far in winning the good will of the Koreans. On the contrary, there is ample evidence that the majority of the Koreans profoundly dislike Japanese rule. For this unfortunate state of things the behaviour of the Japanese themselves, especially during the first few years of military occupation, is no doubt, as in Manchuria, so to some extent responsible. The military rule was often harsh and grasping, and the policing of the country by the troops, scattered in small detachments without proper control, led to serious mischief. As in Manchuria, the Japanese immigrant who had left wed the army into Korea was also apt to be a rough customer. Not until Prince Ito arrived in Korea does any resolute effort appear to have been made to put down these disorderly elements, and even he seems to have received less support than he might have expected from the Japanese communities at large. It would, however, be very unfair to attribute the whole blame for the estrangement of the Koreans to the mistakes made by the Japanese—mistakes which liberal-minded Japanese themselves admit and are doing their best to repair.

The policy initiated by Prince Ito has already begun to bear fruit. The present Sovereign of Korea is quite content to discharge the ornamental functions assigned to him. It would have been easy enough for the Japanese to have created at any time a Japanese party in the Korean official world had they been prepared to wink at a return to the old corrupt methods. It is to their credit that they resisted the temptation, but now that some of the better educated Koreans are willing to recognise that their best chance of helping their fellow-countrymen lies in co-operation with the Japanese, the latter, it may be hoped, will not hesitate to give the largest possible share of employment in the public services to Koreans of all classes who are ready to accept the new conditions. Vincent Soons has no easy task in front of him, but if he walks in Prince Ito's footsteps, though the road may be long, and arduous, he can hardly fail to make good progress towards the appointed goal. The Japanese will in any case encounter for some time to come the difficulties with which alien rulers inevitably find themselves confronted, but they have, nevertheless, so much in common with the Koreans, to whom they stand very much nearer, both in language and in race, than the Chinese, that the gulf cannot prove in the long run impassable, unless the Japanese themselves make it so.—Times.

ROWING.

Yesterday was the first day of training for the V. R. C. Chairman's Challenge Cup, and soon after 5 o'clock the Club-house was filled with rowers all anxiously awaiting to go out for a pull. Many crews went out. It was seen that no less than five were training for the above event. This race will be worth witnessing when the time comes, as all the entrants are going hard at it and should do well.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Bookang*) 1st prox.
American (*Mongolia*) 2nd prox.
German (*Kaiser*) 4th prox.
Indian (*Kunwang*) 11th prox.

The H. A. L. S. *Elberia* left Shanghai on 28th inst., a.m., and may be expected here on 31st inst.

The Glen Line S.S. *Glenloch* left Singapore this morning, and is expected to arrive here on 31st prox., p.m.

The P. & O. S. S. *Coro* left Singapore for this port on 28th inst., at 5.30 p.m., and is due here on 31st prox., at 1 a.m.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

Business has been dull during the week under review with no changes of any importance to report. The Rubber market has also been quiet and stocks have received very little attention.

Banks.—Hongkong and Shanghai Banks have ruled quiet with a few small sales at \$995. The London price has weakened to £91. Nationals remain in demand at \$65.

Marine Insurance.—Canton continues weak and are on offer at \$16½, as the dividend of \$10 per share paid on the 22nd inst. North China has declined to Tls. 105, at which rate they are quiet in the North. Sales of Unions have been effected at \$84½ closing with sellers.

Yangtze are quiet at \$132½.

Fire Insurance.—China Fires can be placed at \$114. Hongkong Fires have receded to \$175 at which rate they can probably be placed.

Shipping.—China and Manilla and Douglases are quiet and without business to report. Hongkong, Canton and Macao Steamboats are offering at \$31 without inducing buyers. Indo-China are firmer and inquired for at \$50. In Shanghai there are buyers at Tls. 45. Shell Transports are in demand at Tls. 7½.

Refineries.—China Sugars have risen to \$48, owing to an unsatisfied demand, and at the close buyers prevail at the rate. Luzons are unchanged. Perak Sugars have been sold in the North at Tls. 335. It is announced that the Directors of this Company have decided to pay a dividend of Tls. 10 per share for the year ended 31st August, 1909.

Mining.—Chinese Engineering are obtainable at Tls. 20. The Directors of this Company have declared a final dividend of 1/5 per share, making in all 3/4 per share for the year 1909. This dividend is payable about the 1st November on Coupon No. 13. Raps are again on offer at \$8.

Docks, Wharves and Godowns.—Sales of Kowloon Wharves have been effected at \$53, closing with further sellers at \$53½. There are sellers of Whampoa Docks at \$55. Shanghai Docks have been sold at Tls. 76½ and Tls. 77½, and more can probably be placed at the rate. Hongkong Wharves continue to decline and there are sellers at Tls. 139.

Land, Hotels and Buildings.—There are sellers of Hongkong Lands at \$104. Humphreys Estates are offering at \$9. There are no changes to report in other stocks under this heading.

Cotton Mills.—Hongkong Cottons have changed hands at \$6, and more are inquired for at the rate. Ewos have been sold during the week at Tls. 150 but now have buyers at Tls. 149. According to latest mail advices from the North changes in other Northern Mills are as follows:—Internationals Tls. 92.

Lau Kuang Mows Tls. 112. Soy Chees Tls. 46½.

Miscellaneous.—China Light and Powers have been sold and have further buyers at \$5½. China Providents have found buyers at \$33 and more are wanted. Green Island Cements have declined to \$7 at which they are wanted. Hongkong-Ices can be had at \$180. Langkats have suffered a further decline to Tls. 757½, at which rate they have been sold. Sumatras dropped to Tls. 101, but are slightly firmer at the close with buyers at Tls. 101.

Rubbers.—According to telegraphic information the price of Rubber, hard fine para, has improved to 9½d per lb. Anglo-Malays are steady at 15½. Balgownie have weakened to \$6½ with sellers. Damansaras are in demand at 75 and Golcondas at 54½. Kuala Lumpurs have improved to 77½. Ragallies are wanted at the slightly reduced rate of 5½ (S'pore). Ledburys have been dealt in at 47½.

Exchange.—The Banks selling rate on London is 1/8½ on demand. The T.T. rate on Shanghai is 7½.

Dividends Payable.—Kuala Lumpurs dividend of 4/ for 1909 Anglo-Malays, second interim of 12½ for 1909.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—November Settlement 29th November.

December Settlement 29th December.

YARN MARKET.

Our last report was dated the 15th instant per S.S. *Himalaya*, since when the market during the first portion of the interval continued quiet when small sales were effected at previous rates, buyers holding entirely aloof. Subsequently owing to this unwillingness on the part of dealers to continue operations one or two large importers conceded a little in price to induce business with the result that a fairly large quantity of yarn both spot cargo and to arrive, changed hands principally in favourite desirable spinnings of No. 100 and 125. We may mention that these purchases were chiefly made by one or two large native speculators. The markets in India continue very strong and some of our large importers have made purchases there for the Far Eastern markets at advancing prices. Nevertheless, the tone of our market at the close is somewhat easier.

No. 65.—Trifling sales at quotations owing to absence of country orders.

No. 85.—In good request and a fair business has been put through at firmer rates.

No. 105 & 125.—Continue in strong demand and considerable sales have been made especially in No. 105, which comprises more than a moiety of the settlements.

No. 165.—Are in short supply and one or two favourite chops have fetched very high prices.

No. 200.—Very slow to move owing to absence of orders from the consuming centres and settlements in desirable spinnings have been small.

Total Sales 5,000 bales.

Unsold Stocks estimated at 15,000 bales. Sold but undelivered in the Godowns, and to arrive 25,000 bales.

Arrivals.—The mail ste. *Deacons* and extra ste. *China* from Bombay, and ste. *Leaving* from Calcutta, have brought in 4,271 bales for Hongkong, and 1,451 bales for Shanghai, since our last report.

To-day's Advertisements.

NOTICE OF REMOVAL.

THE Office of the TOYO KISEN KAISHA—SOUTH AMERICAN LINE—has been removed to GROUND FLOOR, KING'S BUILDING, formerly occupied by Messrs. Jardine, Matheson & Co., Ltd., Shipping Office.

Hongkong, 29th October, 1900. [744]

NOTICE.

CHINESE ENGINEERING AND MINING CO., LIMITED.

A FINAL DIVIDEND of ONE SHILLING and SIX PENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15% for the year ending 28th February, 1900.

COUPON No. 13 is payable on 2nd November, at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

J. S. DOBIE, Agent. Hongkong, 29th October, 1900. [747]

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On MONDAY, the 1st November:—

From West of Victoria and Kowloon, in a direction from North to West, commencing at 6.30 p.m.

If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c. Hongkong, 29th October, 1900. [748]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "CATHERINE APCAR."

Captain G. F. Hudson, will be despatched for the above Ports on THURSDAY, the 4th November, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 29th October, 1900. [745]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "GREGORY APCAR."

Capt. S. H. Beldon, will be despatched for the above Ports on TUESDAY, the 2nd November, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 29th October, 1900. [746]

ments from Hongkong to Shanghai, and coast ports &c., amount to about 1,000 bales.

Shanghai.—Is reported moderately active at or about previous quotations.

Japanese Yarn.—Entirely neglected.

Local Mill.—Sales of 50 bales No. 85 at \$117 and of 450 bales No. 105 at \$119 are reported.

Raw Cotton.—No receipts, no stock and no transactions in Indian descriptions. A few parcels of the new crop of China cotton arrived and some 250 bales were booked in our market at \$36½ to \$39. The quality appears to be the same as that of last year. We quote today Bengals \$32 to 37 and China \$35 to \$39.

Ropes T/T 19½. Sterling D/D 1/8½. Shanghai T/T 7½. Rupees D/D 13½. Sterling 4m/1 1/2. Japan 84. Bar Silver 25 1/16.

POLISHWALLA AND KOTWALL, Cotton and Yarn Brokers.

Intimations.

We have received a new shipment of extra choice

ENGLISH BACON.

75 cents per lb.

THE DAIRY FARM CO., LIMITED.

Hongkong, 19th October, 1900. [1380]

ASAHI BEER.

SAPPORO BEER.

TO BE OBTAINED FROM ALL WINE DEALERS.

SOUTH CHINA ARTISTIC BAZAAR.

EXHIBITION HALL on FIRST FLOOR of No. 25 DES VŒUX ROAD, CENTRAL (opposite the P. & O. S. N. Co.'s office.)

OPENED DAILY: From 11 A.M. to 5 P.M. From 7 P.M. to 11 P.M.

Ivory, Silver, China, Paper, Wooden and Bamboo Ware.

Embroideries, Silk, Oil and Water Colour Paintings.

Curios and Perfumes.

Screens, Pictures and Photo Frames.

Preserves and Canned Goods.

Writing Inks and Paper, &c. Hongkong, 25th September, 1900. [675]

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37 Hollywood Road, 2nd floor.

Hongkong, 6th September, 1900. [683]

D &

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA to VANCOUVER. 12 DAYS HONGKONG to VANCOUVER
SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.
(Subject to alteration)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong, "EMPRESS OF CHINA" SATURDAY, NOV. 6TH.
From St. John, "EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.

"MONTEAGLE" SUNDAY, NOV. 21ST.
"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.
"EMPRESS OF JAPAN" SATURDAY, JAN. 16TH.

"EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST.
"ALLAN LINE" FRIDAY, JAN. 28TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privilege at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 643.

Via New York 645.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
MANILA	LOONGSANG	MONDAY, 1st Nov., 3 P.M.
SINGAPORE, SAMARANG & SOERABAYA	WINGSANG	WEDNESDAY, 3rd Nov., 4 P.M.
SHANGHAI	YATSHING	THURSDAY, 4th Nov., Noon.
SHANGHAI, YOKOHAMA, KOBÉ	FOOKSANG	FRIDAY, 5th Nov., 3 P.M.
MANILA	YUSANG	FRIDAY, 5th Nov., 4 P.M.
SINGAPORE, PENANG & CALOOTA	KUTSANG	FRIDAY, 12th Nov., 2 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS).

The steamers *Kutang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted with Electric Light throughout.

Taking Cargo on through Bills of Lading to Yantai, Port, Chefoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kuantan, Labad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**

Telephone No. 61.
Hongkong, 29th October, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail
TSINGTAU, CHEFOO & NEWCHWANG	"KWEIYANG"	30th Oct., Noon.
SHANGHAI	"OHENAN"	31st " " Daylight.
SHANGHAI	"TAMING"	2nd Nov., 3 P.M.
CEBU & ILOILO	"BUNGKANG"	2nd " " 4 P.M.
SHANGHAI	"ANHUI"	4th " " " "
MANILA, ZAMBOANGA and USUAL	"OHANGSHA"	5th " " " "
AUSTRALIAN PORTS	"KUEICHOW"	6th " " " "
WEIHAIWEI & TIENHSIN	"LINAN"	7th " " Daylight.
SHANGHAI	"TEAN"	9th " " 3 P.M.
MANILA	"CHINCHUA"	11th " " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
—DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

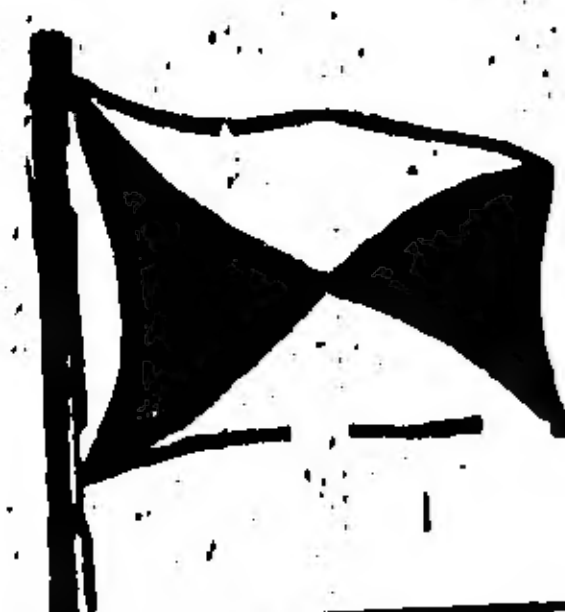
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chowan*, *Linan*, *Chinshua*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers load passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**

Telephone No. 36.
Hongkong, 29th October, 1909.



HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tonn.	Captain.	For	Sailing Dates.
RUBI	1540	R. W. Atwood	MANILA	SATURDAY, 30th Oct., at Noon.
ZAFIRO	1540	R. Rodger	"	SATURDAY, 6th Nov., at Noon.

For Freight or Passage, apply to **SHEWAN TOMES & CO., GENERAL MANAGERS.**

Hongkong, 29th October, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR:

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBÉ,
YOKOHAMA, HONOLULU, SALINA CRUZ
and MANZANILLO (Mexico).

S.S. MANSHU-MARU 5,000 tons gross Sail 10th Dec., 1909, at Noon.
S.S. AMERICA MARU 6,000 " " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,
Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 28th October, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBÉ AND YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated *AMIDSHIP*. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST, PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI & SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 31st Oct., at 10 A.M.
ANPING Via SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	TUESDAY, 2nd Nov., at 9 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHU MARU" and "BUJUN MARU"—First class Cabins *AMIDSHIP*.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 29th October, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	WAKASA MARU, Capt. N. Nielsen, Tons 6500	WEDNESDAY, 24th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE Via SHANGHAI, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA	IYO MARU, Capt. T. Harrison, Tons 6500	WEDNESDAY, 20th Dec., at Daylight.
SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
SHANGHAI, MOJI AND KOBÉ	SHINANO MARU, Capt. K. Kawara, Tons 6500	TUESDAY, 7th Nov., at Noon.
NAGASAKI, KOBÉ and YOKOHAMA	NIKKO MARU, Capt. M. Vagi, Tons 6000	FRIDAY, 25th Nov., at Noon.
KOBÉ and YOKOHAMA	KUMANO MARU, Capt. M. Winckler, Tons 6000	FRIDAY, 24th Dec., at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	MOYORI MARU, Capt. J. G. Richards, Tons 4000	SATURDAY, 30th Oct., at Noon.
	KAMO MARU, Capt. F. L. Sommer, Tons 9200	SATURDAY, 20th Nov., at Noon.
	KUMANO MARU, Capt. M. Winckler, Tons 6000	WEDNESDAY, 14th Nov., at Noon.
	BINGO MARU, Capt. A. Christensen, Tons 6500	SATURDAY, 30th Oct., at Daylight.
	TOTOMI MARU, Capt. R. Smith, Tons 4500	MONDAY, 8th Nov.

† Cargo only.
† Fitted with new System of wireless telegraphy.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUZUKI AND PORT SAID.

The Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:

Kitano Maru (Capt. F. E. COPE) About Wednesday, 17th November.

Hirano Maru (Capt. H. FRASER) About Wednesday, 15th December.

Kamo Maru (Capt. F. L. SOMMER) About Wednesday, 14th Jan., 1910.

Mishima Maru (Capt. A. E. MOSES) About Wednesday, 9th Feb., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"COULSDON,"

Captain Turnbull, will be despatched for the above Port TO-MORROW, the 30th October, 1909.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 29th October, 1909. [695]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched at above on WEDNESDAY, the 10th November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 26th October, 1909. [730]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZUKI CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:

S.S. "GHAZEE" About 13th Nov.

For Freight and further information, apply to

DODWELL & Co., LIMITED.

Hongkong, 21st October 1909 [48]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Africa, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VIA VANCOUVER TO TACOMA & SEATTLE

VIA MOJI, KOBÉ AND YOKOHAMA

Steamer	Tons	Captain	Sailing Date
Kamrie	6,332	J. Mathie	18th Nov.
Aymrie	4,303	Hynd	16th Dec.
Sueria	6,231	S. Shotton	13th Jan.
Oceano	4,457	F. W. Davies	10th Feb.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED.

General Agents

Queen's Buildings
Hongkong, 21st October 1909 [70]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-haul service from China and Japan to San Francisco.

THE Steamship

"AMIRAL OLRÉ,"

Captain Privat.

For further particulars apply to

MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 29th October, 1909 [58]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" Capt. E. W. WALKER

"KWONG SAI" Capt. E. S. CROWE

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$1.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 2, Queen's Road West.

Hongkong, 29th Oct., 1909. [16]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR

STRAITS, GUYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this (for BOMBAY) &c., TO-MORROW, the 30th October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Malwa*, due in London on 11th December, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 29th October, 1909. [4]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WYNERIC,"

will be despatched for the above Ports on SATURDAY, the 20th November, 1909.

[illegible]

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 8020

號六十月九年元統宣

FRIDAY, OCTOBER 29, 1900.

五拜禮

號九十月十英曆西

SINGLE COPY, 25 CENTS.

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MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, OCTOBER 29, 1900.

PRATAS ISLAND SETTLEMENT.

(23rd October.)

According to our Canton correspondent H.E. Viceroy Yuan Hau Hau has appointed two officials to proceed by the Chinese gunboat *Pa Hsi* to take formal possession of the Pratas Islands on behalf of the Chinese Government as territory over which it exercises sovereign rights. On the authority of Mr. Kurachi, Director of the Political Affairs Bureau in the Foreign Office, a Tokyo dispatch to the *Asahi* translated by the *Japan Chronicle*, reports that the Japanese Government has intimated to the Chinese Government that it had the demand of Mr. Nishisawa (who began business on the island) been acceded to and his business given proper protection by the Chinese Government, the territorial rights of China over the island would have been recognised. As the result of negotiations entered upon between Mr. Segawa, Japanese Consul at Canton, and the Viceroy of Kwangtung, continues the dispatch, the Chinese Government agreed to purchase the business of Mr. Nishisawa, and on the 11th instant an agreement was arrived at between the Consul and the Viceroy. The substance of the agreement is as follows:—

"(1) That the Chinese Government shall purchase Mr. Nishisawa's business at \$160,000 in Kwangtung silver.
"(2) That Mr. Nishisawa shall pay to the Chinese authorities \$20,000 in Kwangtung silver in compensation for the removal of the shrine on the island and as a tax on the business.
"(3) That the Chinese Government shall pay the money to the Japanese Consul within three months after the buildings erected and the phosphates mined by Mr. Nishisawa (and not carried away) have been delivered to the Chinese authorities in accordance with a list of property recently presented by Mr. Nishisawa."

The 25th instant has been decided as the date for the delivery of the property.

THE TRADE OF CANTON.

(25th October.)

There are some melancholy aspects to be found in the annual report of Mr. Paul H. King, Commissioner of Customs, just issued, on the trade of Canton for 1908. As proof that the entrepot of South China has not been in as flourishing a condition as in preceding years, the Commissioner in his able report starts off in a gloomy vein. To begin with, we are told that: "Two floods in one year is the sad record for 1908, and it is therefore not surprising to find that export trade has, in part at least, failed to justify the high hopes of the report for 1907. At first sight the net value—Hk. Tls. 103,696,530—of the trade in 1908, as compared with Hk. Tls. 103,782,947 in 1907, would suggest that trade had "marked time" rather than retrogressed; but a closer analysis reveals the fact that while foreign imports—represented by Hk. Tls. 29,753,077, as compared with Hk. Tls. 29,894,602 in 1907—have maintained their position, native imports have been increased by some 74 million taels, while exports of local origin have decreased about 74 million taels. In other words, native imports and exports of local origin have changed places in 1908, as compared with 1907. Although the shrinkage in exports is mainly due to a short production of silk—the direct outcome of adverse climatic conditions—it is satisfactory to note that the items, with the exception perhaps of rice, which swell the value of native imports are not such as to suggest decreased buying power." Then he goes on to describe the floods in detail, in the course of which, it is stated that the saying of Confucius "with coarse rice to eat, with water to drink, and my bended arm for a pillow" represents as truly to-day as ever the actual needs of this hardy race. The subject of the disastrous typhoon of the 28th July is also touched upon in the report, from which it appears that the sum total of damage to the shipping was fixed at Tls. 300,000; while the loss among the flower-boats, sampans, etc., is perhaps rather loosely represented as exceeding 100 vessels. The net value of foreign imports was Hk. Tls. 29,753,077, or Hk. Tls. 141,525 less than in 1907. The net value of exports (abroad and coastwise, including re-exports) in 1908 was Hk. Tls. 48,598,792, or Hk. Tls. 7,274,930 less than in 1907. On the subject of the Yueh-Han Railway, the following interesting statement appears in the report:—"The Yueh-Han Railway is now open to traffic as far as Yuntan, in the Yingtak district, 136 li, or 45 English miles, from the Wongsha (Canton) terminus. It has carried over a million passengers in the 12 months, and has earned \$167,202 by so doing. So far the freight-carrying capacity of the railway is undeveloped. Steady progress northwards is expected in 1909 and will add month by month to the earning power of the line. I am indebted to the courtesy of the Director-General for the appended sketch plan of the Kwangtung portion of this great enterprise. For the following remarks on the Chinese section of the Canton-Kowloon Railway, and also for the sketch plan thereof, I have to thank Mr. Frank Groves, the Engineer-in-Chief of the line. The Canton terminus has been established at Taihaton (East Gate), and is thus

conveniently situated at the eastern extremity of the new bund. As the map indicates, a connection with the Yueh-Han Railway will be made to the northward of Canton city, passing between the hills to the north of the five-storied pagoda. The total length of the line from Taihaton to the British Kowloon frontier at Shumchun will be 89 miles. Allowing 22 miles for the British section, the total length of the line from Canton to Kowloon will be 111 miles. The route adopted offers every prospect of considerable traffic. From Canton to Shumchun there are many large villages, and the railway will provide ready access to the Hongkong and Canton markets for the lichees, sugar cane, oranges, and other products of these richly cultivated and prosperous districts. Shumchun itself, from its commanding position on the East River, is destined to be the principal distributing centre for the district. The station will be near the town. To the south of Shumchun and onwards to Shumchun a direct route has been obtained through a fine country with much arable land and prospects of rapid development. The lower hills are inhabited by Hakkas. Pineapples and vegetables are produced in large quantities. A careful estimate anticipates the opening of traffic of a 30-mile section from Canton outwards in March 1910 and a through connection with Kowloon in or about July 1911. The total number of passengers carried by the Canton-Fatshan-Samshui branch of the Yueh-Han Railway was 3,052,920, of whom 890 were foreigners. The gross earnings from all sources were \$582,005, of which sum passengers contributed \$568,745, or a decrease of \$10,993, as compared with the 1907 figures, due to floods and typhoon, failure of the rice crop, shortness in the first silk crop, the national mourning, and the generally depressed state of local business. The line suffered greatly from the floods in June; passenger traffic had to be interrupted for 16 days—in some places the rails were 12 feet under water; this involved the company in great expense. There is still a good deal of steam-launch traffic in the Fatshan Creek, and owners are quick to take advantage of railway mishaps or change of rules, e.g. increases in fares, etc., in competing for the Fatshan passengers. There is doubtless room for both carriers on this particular route, and there is no reason why the unrivalled waterways of Kwangtung should not serve to feed her railways." Altogether, the report is as concise and complete as could have been expected of a document in a congested form. Next year we shall expect to see some mention of the newly-opened branch of the Hongkong and Shanghai Banking Corporation, which is bound to exercise a beneficial influence upon the economic conditions of the Capital of South China. In the words of a leading Home contemporary, the Bank is a British bulwark in the East and piles prosperity on prosperity and when the bogey of commercial depression and the world over will have passed into oblivion, and the vast territories of China opened up by a network of railways, which are already proceeding apace, then the City of Canton will truly become a Far Eastern trade emporium towards whose shores the heavily-laden ships of many nations will set their sails.

THE RED HAND AT HARBIN.

(26th October.)

The dastardly outrage reported in our special telegram to-day of the assassination of Prince Ito, of Japan, at Harbin, by a Korean, will be learnt with horror and regret by the entire civilized world. The alleged grievance of the Koreans against the Japanese cannot be expected to be redressed by any such violent methods as that resorted to by the murderer to accomplish his foul end. Prince Ito started from Tokyo on a peaceful tour in Manchuria on the 14th inst., in referring to which, on the eve of his departure, His Highness laid emphasis upon the private character of the journey. His tour, he said, would extend as far as Harbin and he might also pay a visit to Vladivostok. It was contemplated that Prince Ito would meet Mr. Kokovtsev, the Russian Minister of Finance, at Harbin; but the meeting was to have no political bearing. On the 15th inst., Prince Ito arrived at Tairen. He had arranged to be at Mukden on the 22nd instant and at Harbin on the 26th. So that his arrival at the latter city must have taken place this morning. The tragical ending of Prince Ito's tour cannot fail to elicit the deepest sympathy with Japan in the loss of a statesman of the administrative ability and rare worth of His Highness, whose work as resident-general in the land which gave birth to the hand of the assassin will live as the best monument to the undying fame of one of the greatest men of the time in Japan. We do no more on this occasion than record our sincere sympathy with Japan in her irreparable loss and refrain from further comments until full particulars of the tragedy reach us from Japan. Meanwhile it may be useful to present the record of Prince Ito's career as printed in *Who's Who in the Far East*. It reads:—

Ito, Marquis Hirobumi (Seoul), Japanese Resident General of Corea; b. Sept. 2, 1841. Escaped to England with Count Isonoo in days of late Shogun, and took part on Imperial side during war which led to Restoration; appointed Governor of Hyogo at end of war; sent to Europe, 1871, with special embassy for revision of treaties; responsible for existing Japanese banking regulations; was Minister of War, 1878, after proclamation of 1871; announcing inauguration of representative government; 10 years later was despatched to Europe and America to gather material to frame Constitution for Japan; was founder of present system of Government in Japan; despatched to China and concluded Tientsin Treaty with late Li Hong Chang, 1858; Prime Minister of Japan, 1885, upon inauguration of Constitutional Government was President of House of Peers; concluded Treaty of Shimoda with late Li Hong Chang; established present system of peerage in Japan; appointed President of Privy Council, visited England with Prince Arisugawa to attend late Queen's Diamond Jubilee; has been Prime Minister on five occasions, and has filled almost every portfolio of State; cr. Marquis, 1891; appointed Resident General of Corea, 1906; made Privy Councillor of Corea, Feb. 1906. Decorations: The Grand Cordon of Japan, etc. Address: Residency General, Seoul Corea.

1885, upon inauguration of Constitutional Government was President of House of Peers; concluded Treaty of Shimoda with late Li Hong Chang; established present system of peerage in Japan; appointed President of Privy Council, visited England with Prince Arisugawa to attend late Queen's Diamond Jubilee; has been Prime Minister on five occasions, and has filled almost every portfolio of State; cr. Marquis, 1891; appointed Resident General of Corea, 1906; made Privy Councillor of Corea, Feb. 1906. Decorations: The Grand Cordon of Japan, etc. Address: Residency General, Seoul Corea.

KOWLOON CUSTOMS REPORT.

(27th October.)

The other day we reproduced from the Customs Report on the trade of Canton for 1908 some salient features, from that most interesting document of the trade of the Southern capital for the past year. To-day we have before us through the courtesy of the Commissioner of Customs the Yellow Book dealing with the various stations during 1908. The other, with which Hongkong is more immediately concerned, relates to Kowloon and is compiled by Mr. A. H. Harris, the Commissioner. At the outset Mr. Harris has the same gloomy picture to present, as his Canton confrere, of "a stormy summer season, during which occurred a typhoon of great severity, together with a constantly falling exchange and further restrictions on opium," which considerably militated against the chance of a good year. The report touches upon the rice and flour trade and, after reviewing the principal incidents of the flood in the West River districts (mentioning incidentally the relief measures organized by the Chinese residents in Hongkong, and of the disastrous typhoon of 27th July, states that the total revenue collection for the year 1908 amounted to Tls. 346,978. These figures show a decrease on those for the previous year of Tls. 46,794. All headings, with the exception of Chingfei, show a decrease, of which one-fifth (Tls. 9,595) is due to the decline in opium revenue. The increase of Chingfei (Tls. 2,547) is derived from coal. The decline in general cargo duty is due mainly to decreased importation of cuttle-fish, ground-nuts, matches, kerosene oil, sawwood, white sugar, tobacco, and flour, and exportation of cattle, coarse china-ware, ground-nut oil, pigs, and tea. The section of the report on foreign goods may be given in *extenso*. Mr. Harris writes:—"Foreign goods entered China from Hongkong via the Kowloon stations during the year 1908 to the value of Hk. Tls. 30,979,381, an increase over the previous year's figures of over 1 million taels. Cotton goods show decreases under most headings, with the exception of white shirtings, and more especially cotton thread, which continue to advance satisfactorily. Business in piece goods has been dull owing to the high exchange. Indian cotton yarn passing our stations has dropped to 458 piculs, a fall of over 50 per cent. on the figures for 1907 and the lowest amount recorded in our archives since 1903. Yarn appears to have shared in the general disturbance in commercial dealings caused by the fluctuations and continual fall in silver. The bulk of the trade in this district is carried by steamships to Canton, and of which we have no cogitation. The local trade in the Indian production has advanced considerably during 1908. The disfavor into which, from various causes, Japanese yarn has fallen materially assisted Bombay. It has been stated that the Indian yarn consigned to southern Chinese ports and to Tonkin, through Hongkong as the distributing centre, has reached some 200,000 bales during the course of the year, the estimated value being \$2,750,000. Of the items under metals, yellow metal sheets, iron and mild steel, nail-rod, and lead in pigs and bars show increases, while iron and mild steel sheets and plates, old iron and mild steel, and steel in bars and plates have declined. It must not be forgotten that the tendency to employ foreign-flagged lighters towed by steam-launches to carry machinery, metals, oils, etc., cuts considerably into the native junk trade. This traffic appears to be on the increase and calls for further regulation than has yet been accorded to it. Business in metals has been dull owing to high gold exchange rates. American kerosene oil has risen from 169-855 gallons in 1907 to 453,020 gallons, while Russian has fallen over 60 per cent. to 241,975 gallons and Sumatra by nearly 50 per cent. to 604,175 gallons, the latter figures being a little over a quarter of that passing through our stations in 1905. It is understood that the better class of Chinese object to the odours thrown off by the two latter oils. No Burma oil was imported by junk. Owing to present fiscal conditions many of the delta districts are, I understand, served from Canton, but they could be more conveniently supplied from Hongkong direct were it possible to make the necessary revenue arrangements. Prices during the latter part of the year rose considerably owing to the drop in value of silver, though the actual gold price had slightly fallen. It has been rumoured, though not authenticated, that the rise in price of kerosene oil per case during the latter part of the year was due to an understanding between the Standard Oil and Asiatic Petroleum Companies not to allow prices to fall below a certain figure. The importation of foreign rice has fallen from 4,548,202 piculs during 1907 to 3,495,070 piculs. Paddy has fallen from 1,037,006 to 667,901 piculs. Cuttle-fish decreased over 60 per cent., and the figures are the lowest recorded, largely due to the want of a market for the fish, usually imported from Japan. Rice bran, dried and salt fish, ground-nuts, sawwood, white sugar, tinctor, and leaf tobacco show substantial decreases. It is stated that one of the principal causes of the

decrease in ground-nuts (imported chiefly from Java and neighbouring islands) from 171,750 to 70,835 piculs (the lowest figures since 1902) is the erection of two machine oil presses at Rangoon, whence ground-nut oil is exported to China. Coal recovered to the standard of previous years. Rattans have increased over 100 per cent., showing the highest figures since 1902. Passing over the section dealing with native goods and the passenger traffic, the report leads us to the Commissioner's figures relative to opium. Under the latter caption it is recorded that "953 piculs of foreign opium passed our stations during 1908, being a decrease of 87 piculs below the figures of the previous year. Malwa and Benares advanced 4 and 17 piculs respectively, while Patna declined 108 piculs. No native drug or boiled opium has been reported at our stations during the year. The result of the year's trading cannot be considered as having been satisfactory. The various restrictions placed on the drug in accordance with the terms and spirit of the opium prohibition Edict and ensuing regulations, heavy fluctuations in quotations, further accentuated by the decline in silver, together with future uncertainty, have all tended to create a disorganizing effect on the trade. In accordance with the agreement between Great Britain and China to curtail the export of opium from India yearly, the Indian Government reduced sales of Bengal opium in 1908 to 46,800 chests, as against 50,400 chests in 1907. Quotations at the beginning of the year stood at: Patna, \$925; Benares, \$905; at the end of the year: Patna, \$1,095; Benares, \$1,010. The highest prices were realised in May—Patna, \$1,210; Benares, \$1,157.50. The quantity of Malwa opium exported from India in 1908 was fixed at 15,100 chests, and this quantity is to be reduced yearly by 10 per cent. Fluctuations in Malwa have been even heavier than in Bengal, the highest price realised for the former having been \$1,330 in October, when the total quantity allowed to be shipped from India was completed and prices were greatly enhanced. Persian opium is also to share in the 10 per cent. annual reduction, importation being limited for 1908 to 1,000 chests. Purchases are mainly made on Japanese Government account, the sale of the drug in Formosa being a State monopoly. China absorbs a comparatively small proportion of Persian opium: hitherto some 1,200 to 1,400 piculs per annum. Hongkong is the principal market for Bengal, Shanghai for Malwa, and Formosa for the Persian drug. The highest and lowest rates quoted for the various kinds of opium during the year were:—

	Highest.	Lowest.
Malwa.....	\$ 1,330	900
Patna.....	1,210	1,035
Benares.....	1,157.50	935
Persian.....	950	830

Mr. Harris' report makes mention also of the closing of the Junk Bay Flour Mills, the Kowloon Railway, the pineapple industry in the New Territories and the visits of Chinese notabilities in Hongkong during the year. The doings of a lead mining company in our vicinity do not appear to be generally known; the facts recorded in the report furnish interesting information. Mr. Harris says:—"The main load of the lead mine known as Pakshihong, worked by the Fuk Hing Mining Company, Limited, has lately been found. The lode measures 1 foot 2 inches in width and the minerals found are stated to be of better quality than in the branch lodes. The shaft is about 50 Chinese feet in depth. The engineer has reported that there is a prospect of the turnout being 70 per cent. lead, with 30 to 60 ounces of silver per ton, at an estimated value of \$200. Samples are to be sent to the Hongkong Government Analyst in the early part of the year for assay. At present the work continues to be carried on by some 100 coolies with picks and shovels, but a far greater number will be required when the main lode is seriously worked. Pumping machinery is in active use, and it is stated that profitable working is anticipated.

MACAO'S DECLINING TRADE.

(28th October.)

The keynote of Mr. R. F. C. Hedgeland's (assistant-in-charge, temporarily, of the Lappa Customs Station) report for last year is the steady declining position of Macao as an entrepot of trade—a fact which intrudes itself upon the most casual student of events in the Far East and which appears to be of slow recognition by the Ministry for the Colonies in Lisbon. Mr. Hedgeland introduces his annual report with a succinct narrative of events concerning the decadent Portuguese port. He is appreciative of the endeavours exerted by the retired Governor, H.E. Senhor Alves Rodadas, who in his comprehensive programme of reform which it was his purpose to carry out in Macao, recognized the necessity of enlisting Chinese sympathy and co-operation. For the figures relating to the trade of Macao in 1908 and the acting Commissioner's pertinent observations on the factors contributing to the decline of Macao, we present Mr. Hedgeland's own statistics and comments. He wrote:—"The net value of the trade passing the stations for the year 1908 reached a total of Hk. Tls. 18,167,073, an advance of Hk. Tls. 1,058,288 over that for 1907 and of Hk. Tls. 2,783,125 over the total for 1906. To a very great extent this increase over the total of the previous year, in which imports share to the extent of Hk. Tls. 981,345, is due to a higher valuation for various descriptions of goods (opium, for instance, has risen 50 per cent. in value) and an increase in the importation of rice, the varying but always considerable importations of which show a generally deficient home supply depending in intensity on the uncertain results of local crops. Assuming it to be incorrect to accept the figures denoting the total value of imports and exports as a reliable in-

dication of the condition of trade, since they include amounts attributable to the importation of cereals, which varies from year to year without regard to general progress, it is worthy of note that if the importation of rice be excluded from the net value of trade for 1907 and 1908, the increase of Hk. Tls. 1,058,288 is changed to a decrease of Hk. Tls. 2,783,125. It would be dangerous to dogmatise in anything connected with the trade passing the Lappa stations, which is always bound to be affected by various causes producing abnormal variation, such as bad crops and the general perturbation caused by the unsettled climatic and financial conditions of the neighbouring districts on the mainland; but so far as the present outlook is concerned there are no signs that the course of trade in this district will show any extraordinary development.

Among the causes operating against any development of trade may be mentioned the substitution of the steamer for the slow and old-fashioned junk, whereby a considerable amount of cargo from the Luichow prefecture, which formerly reported at the Lappa stations, now reaches Macao from Kwangchowwan direct, and the gradual removal of trade from Macao. The decline in the trade of Macao which has been very marked of recent years, is an unfortunate fact, and the reasons relating to this question merit special consideration. The tendency towards extinction of the tea trade; the drawing by several important marts of supplies from Canton instead of Macao; the absence of a good harbour, due to the siting up of the approaches to the port, are all factors which contribute to the decline in the prosperity of the colony, and unless present conditions are altered it is difficult to see how trade can improve. Conflicting reports have been circulated as to the intention of the Government in respect to this important matter, but my information, from a source which should be reliable, gives me reason to think that the assumption of office as Governor by His Excellency Colonel Rodadas, who in a successful campaign in Africa showed himself possessed of great power of personal initiative, will bring about the improvement in the fortunes of the colony which is being coveted upon. A commission, consisting of high Government officials, native gentry, and leading merchants, was appointed during the year to consider the causes of the decline which has taken place in Macao's trade and to propose remedial measures. There still remains uncertainty as to the exact nature of the decisions arrived at, but it is generally understood that the improvement of the harbour by means of jetties, dredging, and other engineering works is to be urged as a matter of supreme importance. The advantages of the

GEOGRAPHICAL POSITION OF MACAO.

will never be fully realised until the long-existing impediment to direct communication with the sea for deeply laden vessels has been entirely swept away. The nature of the work and the obstacles to be overcome are very great, and a growth of trade will not be obtained without severe struggles with existing circumstances and hard work on the part of those interested. That trade in this district would be largely affected by an increase in the prosperity of Macao, is self-evident; to declare otherwise would be to betray a want of knowledge of the relationship that exists between the colony and the Lappa stations. Frequent and urgent injunctions from the Viceroy to exercise increased vigilance for the prevention of the

IMPORTATION OF ARMS AND AMMUNITION.

into China have been received during the year, and exceptional measures have been adopted with the desired object in view. An event of importance was the assumption by this office during the year of control over the numerous junks which lie in and about the Portuguese waters. These junks, about 50 in number, are registered and licensed at the Harbour Master's Office at Macao, and registration is now insisted upon by this office as well, the register being at the same time a license stating the number of old-fashioned arms allowed for self-protection but forbidding the carriage of arms of precision. At the request of the Salt Commissioner the policy hitherto adopted by this office of non-interference with salt has been abandoned, and during the year 573 piculs of uncertificated salt were seized and forwarded to the Shekai Salt Bureau. Work on

THE SUNNING-YEUNGKONG RAILWAY.

the construction of which is due to the enterprise of the native merchants of the Sunning district, among whom are to be numbered many returned emigrants from America and Australia, has proceeded apace. It was originally decided to construct the railway from Sunching to Samkap, a distance of about 40 miles, but owing to various objections raised by the inhabitants of the former village, this scheme was changed, and Kungyifow was decided upon as the northern terminus. Of the 21 sections into which the line is divided, 19 have already been opened to traffic; the section from Kungyifow to Sunning, a distance of over 10 miles, in January; that from Sunning to Sestow, in July; that from Sestow to Sunching, in August; and that from Sunching to Kungyifow in September. Of the two sections still to be opened, the one to Towshan is almost ready, two or three bridges alone remaining to be completed. Work on the other section, from Towshan to Samkap, the southern terminus, is delayed pending a settlement by the provincial authorities of the question of purchase of land in the neighbourhood, as owing to the rumour that Samkap is to be opened to trade, landowners in this district are demanding high prices before consenting to part with their holdings. Between Kungyifow and Towshan there are at present six trains running daily. The traffic receipts during the year amounted to over \$128,000, and an increase in collection is confidently expected to follow on the opening of the section from Towshan to Samkap. Damage to the extent of some \$60,000 was done to the line during the floods in August. The picture of Macao's present-day position and future prospects is not overdrawn by any means, and unless the powers that be in Portugal awake to a sense of their duty and obligations and allow the local administration sufficient latitude to carry out, without further loss of time, the project for the salvation of Macao, the fate of the neighbouring Colony as a trade centre is for ever doomed. In H.E. Senhor Eduardo Marques, the present Governor, Macao possesses an administrator who has given tangible proof of his ability to govern a colony as its affairs should be administered, and were the Ministers to neglect their duty to Portugal's ancient possession in the East any longer, the blame will attach to the Hukin Government for culpable neglect of what may prove its last opportunity to regenerate the decline of the entire European settlement in China.

BIRTHS.

On October 13, 1909, at Pakhoi, to W. R. and H. M. Brown, a daughter.
On October 16, 1909, at Shanghai, to Mr. and Mrs. W. F. Tyler, a daughter.
On October 19, 1909, at Wuhu, to the Rev. and Mrs. F. E. Lund, a son.

MARRIAGES.

On the 18th Sept., at St. Nicholas, Bathampton, by the Rev. W. H. Wright (brother of bride), assisted by Rev. J. George Vicar, Harry Cyril Rider Hancock, of Hongkong, son of Alfred Hancock (late of Hongkong), to Ethel Margaret Seymour, elder daughter of William Wright, late of Clifton, Bristol.
On the 30th September, at St. Andrew's Church, Walford, Francis Gordon, second son of John Francis Charter, of "Broadlands," Walford, to Ruby, second daughter of George B. Dowdell, of "Coniston," Walford, Herts, and of 24/18, St. Mary Axe, E. C.
On October 20, 1909, at Shanghai, Charles, second son of the late H. J. George and Mrs. J. George, of Shanghai, to Catherine Lincker of Fareham, England, only daughter of the late James Lincker and Mrs. Lincker.
On October 21, 1909, at Shanghai, Elizabeth, youngest daughter of A. G. Merrill, Esq., I. M. Customs, to Frederick James Barrett, Shanghai.
Crawford-Stevenson.—On the 26th inst., at Union Church, by the Rev. G. H. Hickling, Frank Malcolm Crawford, son of the late D. R. Crawford to Nellie Eadie, eldest daughter of H. B. O. Stevenson, of Glasgow and Liverpool.

DEATHS.

On October 7, 1909, at Harbin, Sigurd Eugen Jensen, at the age of 2 years and 6 months, youngest son of Captain C. Jensen.
On October 17, 1909, at Wusli, China, Mrs. John E. Stewart, of Weston, N. J., U.S.A., aged 61 years, mother of Mrs. G. F. Mosher.
On October 17, 1909, at Shanghai, Walter John Chick, late of Changsha, aged 31 years, deeply regretted.

DEATH OF MR. CHOA LEEB
CHIEF.COMPRADORE OF THE CHINA SUGAR
REFINING CO.

The Chinese community in Hongkong has just been called upon to mourn the loss of one of their prominent members. By the death of Mr. Choa Leeb Choo, late compradore of the China Sugar Refining Co., Ltd., the Colony loses one of its public-spirited Chinese citizens, who on more than one occasion has identified himself with several public movements in Hongkong. Mr. Choa's death took place at his residence, "Burnside," on Robinson Road, on Saturday last, the 23rd inst. The occurrence was all the more painful to the members of his family and the large circle of friends by its suddenness. Mr. Choa Leeb Choo had only just returned from a trip to Singapore where he and his whole family had been on a visit to his aged mother—an old lady of over seventy years of age. It may be mentioned that deceased's family was the Straits Settlements. Mr. Choa journeyed back to Hongkong by the *P. & O.* steamer, which arrived on Wednesday last, being one day late in consequence of a typhoon. He contracted a slight chill and on arrival was attended by his family physician. The slight indisposition did not prevent Mr. Choa from attending his business, so much so that, on the day of his death, he had been to office and exhibited the same alertness in the day's routine of work that was his wont. It was even remarked that, after the luncheon hour, he was visited by, and conversed with, a member of the local Exchange, on the comparative merits of rubber, stocks. Returning home in the afternoon he went round his garden in his favourite manner, to plant, to plant, to plant, which he possessed, one of the few choice collections on the island. It was while thus occupied that Mr. Choa was seized with a fit of coughing. Retiring to his bedroom he called for a cup of milk which he drank and almost immediately after, complained of a violent pain in the region of the heart. Mr. Choa Leeb Choo was at once by the side of the patient, but he had lost consciousness and in another instant expired from heart failure. The news of the sudden death of his eldest son, both surprised and pained, but nothing could be done for the deceased, as when the doctor reached the house Mr. Choa had passed to the great beyond.

Deceased came to Hongkong from the Straits some twenty-five years ago, to join the compradore department of the China Sugar Refining Co., Ltd., where his uncle, the late Choa Chee-bee, was then compradore. His business acumen and strict integrity earned for him the deserved promotion to the compradore position, which he held for some nine years ago. Like most men who elected to "eat their fortune" in the colony, Mr. Choa was not without his vicissitudes having seen ups-and-downs with each depression that assailed the Colony's trade. It was in the last boom of 1900-1901 that the late compradore secured a comfortable competence which relieved his lot position and set him up as one among the well-to-do of the great compradore fraternity in Hongkong. He soon after acquired from Mr. Fung Wai-chun, the magnificent residential property and gardens on Robinson Road, known as "Burnside," at one time in the ownership of Mr. R. M. Gray, managing partner of Messrs. Reiss & Co., since retired. Pursuing his hobby, as an enthusiastic amateur horticulturist, he laid out his grounds into a model garden in which he grew plants and flowers of the choicest and the best. He died, so to speak, in the occupation which was the pleasure of his life, for it was while tending to his beautiful plants on Saturday that he was seized by a death paroxysm which transferred him from his garden to eternity.

We have stated that Mr. Choa Leeb Choo had taken a lively interest in the public affairs of the Colony. This is borne out by the fact that he was an active member, until his death, of the Po Leung Kuk Committee (for the Chinese Society for the Protection of Women and Children). He was also on the District Watchmen Committee, and the soundness of his views and practical acquaintance with the needs of the Chinese community, Chinese affairs, invested his advice with considerable value. His fine exhibits which rarely failed to carry a prize at the annual flower shows established his intimate connection with the Horticultural Society of which he was a founder and working member of the committee. In the promotion of the Arts and Crafts Exhibition four years ago his services were enlisted.

The late Mr. Choa Leeb Choo, who was fifty years of age, at the time of his death, left a widow and a family of four children, two of whom are in Singapore. Much sympathy is felt with the widow and family in their bereavement. The interment took place on Sunday afternoon and was very largely attended. Almost every member of the Chinese community of prominence was present. Among the European friends who were at the graveside to pay their last respects to the deceased we noted the following:—The Hon. Mr. W. J. Gresson, Hon. Mr. A. W. Brewin, Hon. Mr. Wei Yek, Mr. J. Barton, Mr. Ho Kom Tong, Messrs. H. S. Gage, C. S. Taylor, A. C. Moore, J. Rodgers, S. W. Lee, W. W. Kam, Fok, Ng Hon Chi, Lo Cheung Shiu, and the entire European Staff of the China Sugar Refining Co.

BOYS OWN CLUB.

PAPER CHASE.

The Boys Own Club held their first paper chase meeting last Sunday starting at 9 p.m. instead of 8.15 as most of the competitors did not turn up at that time. The race started from the monument at the City Hall on Battery Road, Lower Albert Road, Glenelg, then to Calton Road and finished at Battery Point. The one who scored a point to his credit.

The next meeting will take place on 9th November.

THE YINCH CASE.

ADDITIONAL JUDGMENT.

At the Supreme Court, last Monday afternoon, the Chief Justice (Sir Francis Pigott) delivered the following additional judgment reserved on the point as to special damages in the case in which the Hongkong Milling Company, Ltd., brought an action against Messrs. Arnold Karberg and Company, to recover the sum of £100,000 for alleged breach of warranty.

His Lordship said:—I am of opinion that the claim for special damages in this case falls entirely within the principles laid down in *Grebert v. Nugent* (13 Q.B.D. 85), and cannot be allowed. There also there was a sub-contract, the failure to fulfil which was alleged to be the consequence of the breach of the vendor's contract. The fundamental principle established by *Hadley v. Baxendale* is that a person can only be held to be responsible for such consequences as may be reasonably supposed to be in the contemplation of the parties at the time of making the contract. But the application of this principle to the case of breach of a sub-contract induced by the breach of the original contract, was settled in this case to be, that the original vendor is to be liable to so much of the sub-contract as was made known to him, but only to that extent.

In *Grebert v. Nugent*, the principle was applied; the original vendor was held liable to damages, because, knowing of the sub-contract he knew that his purchaser would have to pay damages if that contract were broken. But he did not know of the penalty clauses in the sub-contract and he was held to be not liable in respect of these. In *Grebert v. Nugent*, the judge who tried the case came to the conclusion on the evidence that the purchaser had told the vendor, practically all the conditions of his sub-contract, and therefore he was held liable for all damages. Let us see what conclusions can come to on the evidence in this case. It is quite clear that Mr. Arnold knew that Mr. Rennie had a contract to supply ice to Messrs. Jardine Matheson, and that they were the Managers of the Hongkong Ice Company; and that the installation at Junk Bay was to supply ice to light that contract. Mr. Arnold says he did not know the details of the contract, or what the guarantee in fact was, and I have little doubt that this is true. He then testified, in answer to a question put to him in cross-examination, that it was an obvious inference that if a purchaser required a guarantee from his firm he had entered into that guarantee with his purchaser. He added, however, that he did not draw the inference in this case because Mr. Rennie had not told him about the guarantee. For the purpose of this argument I shall assume that the guarantees were identical, which they were not. I do not think that on the evidence it would be possible to come to the same conclusion as in *Grebert v. Nugent*, viz., that the vendor was informed of all the details of the sub-contract. Indeed the evidence negatives it. We must therefore see how far this admission of Mr. Arnold's will carry the plaintiff. It is true that we held during the trial that he could not strike out the claim for special damages on this ground, that knowledge of the sub-contract might be brought home to the defendant. This, however, does not preclude a fuller examination of the question now we have all the evidence before us. Now, in the first place, I think the suggested inference is not a sound one, in a case of Mr. Arnold's admission. Take his simple case. I buy a horse, telling the owner at the time that I am buying it to fulfil a contract I have already entered into with another person. I add that I want a warranty that it is quiet to ride and drive. I do not think that the inference which the vendor ought inevitably to draw is that I have given that warranty to my purchaser. But even assuming the defendant to be bound by Mr. Arnold's admission, which however I am not at all prepared to agree to, I am of opinion that it does not carry the plaintiff's claim, which is for loss of profits consequent on the cancellation of the contract with Messrs. Jardine Matheson. Mr. Arnold was not informed for what purpose Messrs. Jardine Matheson wanted the ice. It apparently was wanted to put on the market with their own ice in order to supplement their own supply, which had fallen short of the demand; they had ordered a new plant to meet the demand which was increasing, and they cancelled the other relying on the fulfilment of the contract made by Mr. Rennie. But the ice might have been wanted for other purposes, for which it was quite fitted, for it was undoubtedly a merchantable article, and the absence of any information as to the purpose to which the ice was ultimately to be put, puts in this—that it was an absolutely necessary inference that the ice would not have been put on the market in spite of its rejection by Messrs. Jardine. I do not say that the Milling Co. was bound to do this; it is only necessary to say that the information supplied to Mr. Arnold was not sufficient to exclude the possibility of this happening. The long and the short of the whole matter is that the contract was rather carelessly entered into by Mr. Arnold, for which the defendants have suffered by Mr. Rennie, for which the Milling Co. must suffer. For it is clear that if you are entitled to a certain form of relief if you fulfil certain conditions, you are not entitled to that relief if you do not fulfil them.

WIRELESS TELEGRAPHY ON
THE PACIFIC.

AN "EMPEROR" RECORD.

Since the C.P.R. steamer *Empress of India* left Yokohama for Vancouver on Tuesday, the 9th instant, at noon, several wireless messages have been sent back to Yokohama, reporting favourable weather conditions and the progress of the ship from day to day. The last message received was of exceptional interest, as it was the distance of the *Empress of India* as 1,500 miles from the northern land station. This Marconi message was sent at 11.20 p.m. on Saturday, the 9th instant, four days and a half after departure from Yokohama, and was received at 7.45 a.m. on Sunday the 10th instant. As the Canadian Pacific steamers take the shortest distance across the Pacific by the Great Circle Track, their route takes them close to the Aleutian Islands when half-way over. It is during this interval that the East and West-bound steamers cross and regularly interchange wireless messages. As an instance of the practical value of the wireless messages the *Japan Gazette* learns that a large shipper of valuable cargo by the *Empress of India* received cable instructions two days after the steamer had sailed to hasten the cargo forward by the Canadian Pacific fast train service from Vancouver. These instructions were at once passed on by wireless message to the *Empress of India* and within a few hours reply was received that the instructions were fully understood and would be carried out. The importance of facilities of this kind will no doubt continue to be appreciated by the shippers and consignees of valuable cargo from the Orient, as well as by travellers by the well-known Canadian Pacific route.

NOTES BY THE WAY.

THE TYHOON.

So all cynical forecasts about a chess sheet being presented for 1901, that the bottom knocked out on Tuesday afternoon, when the long-expected later-typhoon drove upon the Colony with a vengeance. To the mind of several gaffers, Hongkong's annual cyclopic visitation was somewhat of a novelty, but from the point of view of residents, the typhoon was by no means an unmixed blessing. Fortunately, the Observatory issued a warning of the impending storm in proper time and, consequently, a recurrence of the disastrous events of 1900 was averted. To Mr. Pigott and his staff of able meteorologists, due credit is for the conscientious performance of their duties, which undoubtedly accounted for the comparatively small loss of shipping and property. While on the subject of hydrography, the following lines taken from a home contemporary are daintily appropriate. If the wish contained in the poetical effusion were to be realised in its entirety, then "Pongkong" would become an "El Dorado" to which people would flock in thousands. Here goes!

Water and weather could only be placed in a tumbler had shaken together,
The world's inhabitants would surely be beguiled
By the seductive words of the weather.

THE BUDGET DEBATE.

After a week's postponement, the Appropriation Bill came before the Legislative Council on Thursday last, when a full-fledged discussion took place in respect of its contents. The indomitable Mr. Murray Stewart was again in the van of the "unofficial army" and his acrid criticism of a section of the local Press in which had appeared certain correspondence on the subject of the liquor duties were "something fierce." The question of the removal of the clock-tower, which has now become a *quod*, as the *dodo*, also came up for discussion. We have now to wait for the removal of the *ice-cream* which is well-nigh becoming intolerable. The news that His Excellency had called to the Secretary of State regarding his much-talked-of "substantial contribution" was read with satisfaction and it only remains to be seen whether the old tale is to be repeated that promises are made of pie-in-the-sky.

CHINESE GALLANTRY.

The gentle art of gallantry is evidently unknown among Chinese of the coolie class. A Chinese woman carrying her master's mid-day meal had the misfortune the other day to slip at the foot of Battery Path and some of the contents in the tinny receptacles was seen to roll down the roadway, which she dauntlessly industriously collected and placed in the tinny receptacles. The lines of grinning rickshaw coolies, instead of proceeding to the assistance of the unfortunate woman, gave vent to all sorts of wailing noises. The woman's thoughts have not been recorded. Neither have those of her lord and master, who had the novel experience of having to use his digestive organs for a quantity of grit which formed an ingredient of his mid-day meal.

BLOW WINTER WINDS!

Already, residents have experienced a "spice" of winter weather. We are just beginning to feel the blood tingling in our veins and after the long sultry season, we are becoming conscious of the sheer joy of living. Blusters are in evidence and the light postage material has been discarded for the warm-producing tweed. What with a series of dances and the excellent amusement provided by our old friend the A.D.C., we are promised a successful season and ere February is out the average individual who takes an interest in life will have been loaded with good things.

STOWAWAYS FOR AUSTRALIA.

The case which occupied the attention of Mr. J. R. Wood at the Magistracy the other day once more illustrates the difficulty experienced by the Commonwealth Government in putting a stop to the practice of smuggling Chinese into Australia. It was not so long ago that a sensation was caused in Sydney by the discovery of Oriental stowaways on-board the *Zealandia*, a steamship, which was bound for Australia. The discovery was made on the 10th inst. through the vigilance of the local detective staff. There is little doubt that the stowaways would have succeeded in reaching the Commonwealth had it not been for a fortuitous circumstance, which took the form of a sally to the deck from the coal bunker in which the men were hidden owing to the intolerable atmosphere. It must be remembered that such good fortune seldom falls to the lot of the detective force both here and in Australia and the only remedy for the evil is regular and constant search of ships engaged on the run between Australia and the Orient.

A VERSATILE "COLOMEL."

The smiling face that filled the tent at Kennedy Town on Friday night on the occasion of the benefit concert, in aid of the "Colomel" fully testified to that gentleman's popularity in the Far East. The bulky figure of "Bob" was there, and what is more, he took an active part in the evening's entertainment. Although the "Colomel" has almost passed the allotted span of life, he warbled in a comic strain with a gusto which would have done credit to any young man, and the convincing style in which he discharged his duties as referee in the Lewin-Martin sparring exhibition would have led one to think that the "Colomel" was a young man in the right. It does not go to the credit of the type of "Bob," who, I fancy, has a sufficient personality to charm a Zulu.

CASUAL CRITIC.

THE KIUKIANG INCIDENT.

In the House of Commons on the 23rd ult. Mr. Glynne asked the Secretary of State for Foreign Affairs whether it is in accordance with consular practice, when a native is accused of killing a British subject and when a British subject is accused of killing a native, respectively, to hold the preliminary magisterial inquiry in camera; whether it was with his approval all hearing of the charge against Constable John Meers of having killed Yu Fa-cheng, at Kiukiang, last April, was refused for three months, until an extensive trade boycott rendered some sort of inquiry necessary; whether he was aware that length Constable Warner heard the charge in camera and suppressed the evidence, that the doctor attached to the British Consulate admitted having heard Meers say he had given a poke to Yu Fa-cheng, and that the latter died from internal hemorrhage a few hours later; that this evidence was corroborated by other witnesses, including two American citizens; that the Consul accepted all the evidence for the defence, rejected all for the prosecution, did not allow Meers to be called in question before his accuser, the admitted poke as an insubstantial plea, and refused to all the case to go before the British Supreme Court of Shanghai; and whether he will allow the case to go before the British Supreme Court of Shanghai, or lay upon the Table of this House a copy of the evidence given before the Consul?

Sir E. Grey: No information has been received from His Majesty's Minister at Peking in regard to the incident referred to by the hon. member. Sir John Jordan will furnish a report on the matter in due course.

THE STOWAWAY CASE.

APPLICATIONS FOR A RE-HEARING.

Before Mr. J. R. Wood (Second Magistrate) at the Police Court last Saturday, applications were made for a re-hearing in the case in which four Chinamen are charged with stowing away on board the *Zealandia* on the 13th inst. and another Chinaman for aiding and abetting. It was recalled that some time ago six men were brought up before Mr. J. R. Wood charged with being stowaways on board the *Zealandia*, of whom two were awarded nine months' each. His Worship reserved his decision in respect of the remaining four men pending the hearing of a charge against the person for aiding and abetting. It appears that the men were taken to the *Zealandia* and put into a coal bunker, where, however, they did not remain long, for the close atmosphere prevailing there drove them on deck, where they were arrested.

Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) prosecuted, while Messrs. M. Reider Harris, F. C. Barlow, F. X. d'Almeida and E. Davidson appeared for the four alleged stowaways, and Mr. Eldon Potter represented the aider and abettor.

Mr. Davidson stated on behalf of one of the defendants that he had only nineteen years of age and that he had no voice in the matter. He was brought up before Mr. J. R. Wood charged with being a stowaway, but was made a stowaway. He asked his Worship to reconsider his decision on the point of law—whether there was sufficient evidence to prove intent.

OPEN-AIR CONCERT.

AT THE VOLUNTEER HEADQUARTERS.

As a result of the open-air concert which took place at the Volunteer Headquarters last Saturday evening, the funds of the Diocesan Girls' Orphanage have been appreciably augmented.

The first part of the programme opened with an overture by the Band of the Buffs, which was followed by the Song of the Foresters, "Sir, your Toast," from "Carmen," which was sung with great gusto by Mr. E. W. White. Mr. Donnan then took to the stage and sang the calling note. Mrs. E. G. Barnett, who was in excellent voice, rendered a soprano solo in "I Gave You Roses" with fine taste and expression. The "Pret and Stairboard Lights" then occupied the boards in a sketch entitled "Ten minutes at Margate," which was an immense success. The first part of the programme concluded with a selection from "Faust" by the Band of the Buffs.

Part II opened with a selection by the Band, which was finely executed. Miss Parkes and Messrs. R. E. White and E. A. Ayrton then appeared in a vocal trio "Naviants," their voices blending in exquisite harmony. Mr. Ayrton's "On-ward Awake" was well received. Miss Parkes sang "Good-bye" with deep pathos and, in response to an encore, gave her old favourite "Venus" in a pleasing style, and an enjoyable evening was brought to a close with a popular selection by the Band.

The accompanists were Messrs. J. W. White and Geo. Gimble, to whom a word of thanks is due for the able manner in which they discharged their duties.

COTTON YARN IN JAPAN.

ACTIVITY IN EXPORT.

We take from the commercial columns of the *Japan Chronicle* of the 24th inst. the following—As referred to in our last week's report, the export of cotton yarn showed considerable activity towards the end of last month. The quotation on the Osaka Yarn Exchange went up above ¥130, the market for spot delivery rising still higher. The high prices checked export, and the market became slack. As a result the quotation on the Yarn Exchange again declined to below ¥120, that for spot delivery also dropping by about ¥2. This encouraged exporters, and business has once more become active. On the 18th inst. about 200 bales of "Bob" brand for November delivery at ¥124. Adding these sold in the past few days, the total exceeds 3,000 bales for the "Tachiuma" brand alone. Including other brands, it will be found that the quantity sold is quite considerable. If the spinning companies continue to sell at the same or lower prices more business will be done. On the other hand, the companies are not supplied with large stocks of raw cotton. The quantity of American cotton so far contracted for this year is said to be not more than 20,000 bales, which is only about one-third of the quantity contracted for the corresponding period of last year, while contracts for the supply of Indian raw cotton amount to no more than 20,000 bales, a decrease of between 20,000 and 30,000 bales. The small contracts made this year are due to the higher quotations, and spinners may be compelled to increase the price of yarn as the stock of raw cotton in which case export will again be checked. The most active buyers in the past few days are said to be the Mitsui Bussan Kaisha.

ADVANCE IN RAW COTTON.

On the 9th instant the Japanese Consul-General at New York wired to the Government, stating that a meeting of the International Cotton Spinners' Association, held at Frankfurt, Germany, on the 18th inst., published the opinion of the cotton-spinners in Europe, that while the cotton crop in America had proved a failure, that in India and Egypt promised to be very successful, yielding sufficient to supply the world's demand for raw cotton. The Consul-General added that the failure of the cotton crop in America had resulted in an abnormal rise in the raw cotton quotations in all parts of the world. Should the present state of the market long continue, cotton-spinners throughout the world would be placed in a very difficult position. The publication of the views of the European spinners at the Frankfurt meeting seems to have relieved the anxiety of the American cotton-spinners.

KANAGAWA SPINNING COMPANY.

We learn that the Kanagawachi Spinning Company has decided to call up a further payment of ¥5 each on the new shares not later than January next. This is in addition to the ¥7.50 on each share already called upon and to be paid before the end of this month. The money so raised is to be entirely devoted to the weaving department, which has been considerably extended of late, as the company has been proposed to raise by means of a loan. It has not yet been decided whether the loan will be raised in Japan or abroad.

TRADE OF NEWCHANG.

OFFICIAL STATISTICS.

We have received the following from the Newchang Chamber of Commerce:—Reports having of late appeared in the *Far Eastern Press* that the trade of Newchwang is declining, the following statistics of Chief Imports and Exports of Newchwang taken from Imperial Maritime Customs Returns April-June 1900 will be found both interesting and instructive when compared with those for the corresponding periods of 1900 and 1901, and convey their own refutation of reports disseminated regarding the alleged decline of the commercial prosperity of this Port.

The actual and projected River and Bar Conservancy measures are expected to considerably improve the trade facilities of the Port in the near future.

IMPORTS.

	1901	1900	1900
Cotton Piece Goods	15,797	15,797	15,797
Japanese Cotton Cloth	26,118	26,118	26,118
Cotton Yarn	1,608	1,608	1,608
Kerosene Oil	615,950	615,950	615,950

EXPORTS.

	1901	1900	1900
Beans and Peas	1,593,000	1,593,000	1,593,000
Maize	1,504	1,504	1,504
Wheat	3,184	3,184	3,184
Barley	3,184	3,184	3,184
Seamless Steel Wire	1,504	1,504	1,504

DUES AND DUTIES COLLECTED.

	1901	1900	1900
Foreign Customs	1,593,000	1,593,000	1,593,000
Native	1,593,000	1,593,000	1,593,000
Total Hk. Tael	3,186,000	3,186,000	3,186,000

JAPAN'S POPULATION.

GROWTH IN RECENT YEARS.

The fast-multiplying population of Japan has been a subject of much discussion in relation to the question of food supply and of the disposal of what is termed surplus population. In the course of a series of articles on this subject, the *Yokohama Specie Bank* publishes some interesting statistics. The rate at which the population has been increasing during the thirty years ending 1901 will be seen by the following figures:—

Year.	Total Population.	No. of Births.	No. of Deaths.
1870.....	34,338,000	902,000	613,000
1871.....	34,922,000	890,000	620,000
1872.....	35,555,000	874,000	603,000
1873.....	35,758,000	876,000	701,000
1874.....	35,999,000	883,000	603,000
1875.....	36,359,000	941,000	688,000
1876.....	36,709,000	924,000	688,000
1877.....	37,017,000	1,004,000	776,000
1878.....	37,140,000	972,000	705,000
1879.....	37,823,000	1,024,000	888,000
1880.....	38,507,000	1,059,000	933,000
1881.....	39,069,000	1,058,000	753,000
1882.....	39,607,000	1,172,000	752,000
1883.....	40,072,000	1,110,000	808,000
1884.....	40,453,000	1,145,000	823,000
1885.....	40,718,000	1,086,000	853,000
1886.....	41,090,000	1,207,000	889,000
1887.....	41,388,000	1,178,000	937,000
1888.....	41,813,000	1,209,000	987,000
1889.....	42,279,000	1,248,000	959,000
1890.....	42,708,000	1,285,000	972,000
1891.....	43,228,000	1,314,000	975,000
1892.....	43,763,000	1,360,000	994,000
1893.....	44,260,000	1,385,000	934,000
1894.....	44,816,000	1,429,000	914,000
1895.....	45,437,000	1,503,000	928,000
1896.....	46,022,000	1,513,000	962,000
1897.....	46,723,000	1,493,000	933,000
1898.....	47,315,000	1,444,000	999,000
1899.....	47,674,000	1,457,000	1,044,000

Up to 1884 the death-rate, though subject to much fluctuation, never exceeded a per cent. After 1885 the rate rose above a per cent., but, apart from exceptional circumstances, such as wars and the visitation of epidemics, the death-rate has remained at an average of 2.10 per cent. The birth-rate, on the other hand, has been steadily rising. Up to 1884 it fluctuated between 2.50 and 2.60 per cent., and since then it has been continually increasing. Since 1897 the rate has never fallen below 3 per cent. [This is doubtful, as will be seen by the figures given in our leading article.] The comparatively low rate of births for 1901 is no doubt due to the effects of the war with Russia. No later statistics are available as yet, but there can be little question that the birth-rate has been steadily on the increase since the restoration of peace. The increase in the number of married people is no doubt responsible for the swelling of the birth-rate, as shown in the following official census of married and unmarried people and the percentage to total population:—

	Per. Married.	Un. Married.	Per. Married.
1886.....	14,778,000	37,88	23,913,000
1887.....	14,899,000	37.48	24,680,000
1888.....	15,030,000	36.78	26,261,000
1889.....	15,159,000	36.45	27,027,000
1890.....	15,289,000	35.22	27,273,000
1891.....	15,418,000	34.45	27,473,000

As shown above, however, though their number has increased, the percentage of married people has been steadily falling in recent years. This tendency may be attributed to the increasing intensity of the struggle for existence. Despite the decline in the marriage rate, the fecundity of the people is evidently increasing, as will be seen from the following table:—

	No. of Married Couples.	No. of Births.	Ratio of Births to Births.
1886.....	7,289,000	1,050,000	6.98
1887.....	7,419,000	1,172,000	6.98
1888.....	7,549,000	1,248,000	6.46
1889.....	7,679,000	1,369,000	5.82
1890.....	7,809,000	1,493,000	5.51

Whereas in 1886, 6.98 married couples were responsible for one birth the percentage fell gradually until in 1901 it stood at 5.51 couples for one birth.

Turning to the death-rate, the following is the official census for 1901:—

40.....	28,390	9.6
45.....	25,155	10.9
50.....	32,200	13.0
55.....	38,442	17.5
60.....	45,970	24.0
70.....	99,066	41.7
Above 70.....	59,464	108.5

ORION SMUGGLING

THE PROCEEDINGS AT MA

Gen. Kennedy, surgeon, who has recovered some of his strength, given at the trial, admitted that he had been conversing with the attempt to murder the post last July, and that, according to expert testimony in Manila, Gov. Poonpun, in the *Times* of 18th inst., that he has not entirely recovered from the illness which he suffered nine days after the shooting, and has confessed him to his bed, but is now moribund to talk intelligently, and is now at the point of death.

... was taken at the town
Hotel, whence the court adjourned
this morning. The testimony
beside.
... to expectation, Judge S.
... conducting the prosecution, w
... impose the same sentence
... defendants, claiming that the
... to the same decree. He w
... mandation is to the justice
... ed.
... session of the court this m
... in the ante-room adjoining
... of Louis T. Grant. The def
... translations of telegrams
... between Grant and Wm.

... prosecuting attorney then... defendant Grant was too ill to... and, and the court adjourned... where his testimony was taken... ug attorney stated that the...

ed to explain some of his f
and to withdraw some of K
previously at the trial.
der oath, Grant said: "I stat
I did not know anything ab
of opium and cocaine from
is partly true and partly not
is that both Kennedy and my
equipment and we fixed up the
We both know it was coming
or arrangement for its prep
ment to Manila.
There were also some telegram
ourselves and Wm. Barker
strong. These were all sent

Southworth: "I will ask you gave the first information of this opium being prepared for shipment to Manila, either to your prosecuting attorney."

Ans.: "About three days ago, counsel and the prosecuting attorney about the shipment."

Southworth: "Did you testify in this case?"

Ans.: "After."

The testimony was objected to.

[illegible]

that the defendants, Grang and his brother, had been in Hong Kong on about June 15 of a boiler for the Philippine Gold company, and that while there they had the boiler and the legitimate same, such as fire bricks, fire shifter returning to Manila be a into an agreement to have to Manila in tubes and other ery, and that he arranged with in Hongkong to prepare in, acting in conjunction and c defendant Kennedy, whose left are and his own testimony on corroborate Grant's testimony

The contention is that Kennedy is equally guilty in the illegal sale of opium. He is charged to be a co-conspirator. Grant and Kennedy acted for Grant's benefit in the sale of opium, a deal which was formed and executed in Manila in accordance with an effort on the part of Grant to deliver opium to Manila in accordance with a management made with Kennedy. Kennedy is charged to be equally guilty. That is the position of the defense.

O'Brien, for the defense, said that Kennedy is charged to be a co-conspirator of the defense. He said that there had been a prior arrangement between Kennedy and Grant to bribe the officials of the Philippine government.

Continuing, he said:
The customs regulations define

al importation, and we do not
any law books to find out what
lists of. Kennedy is here cha
importation of opium, and we i
nothing to do with the importat
not own it, nor did he advance
his purchase or make any arra
shipment. The defence has
the bank and into the office
company, trying to get information
light on this case. Everythi
found corroborates the testi
on the witness stand."

er and Company, and which
in evidence this morning:
from Grant to Barker dated May
reply to your letter of twenty
total cost of brackets? How
?"
from Grant to Barker, dated May
consider price extravagant. I
n-tenth ounce. Cannot offer.
Will take the lot at this price.
ase. Prepare."
from Grant to Barker, dated May
take the entire lot at this price
draft for approximate amount
Grant to Barker, dated May

separate coverings. Ship July 30, 1941.
 Documents attached for value covering
 fractional. Turn over to Cash.

recommended imprisonment for both for not less than one year.

Judge Waite and Mr. O'Brien, counsel for Kennedy, testified that Kennedy is a strong and pleasant person on behalf of their client, asked that he be acquitted of the charge.

Decision was reserved.

LORD KITCHENER'S TOUR

THE DELIGHTS OF PEKING,

Peking, October 18.

been most cordial. The impartial
shows every appreciation of his
reputation. **R. G. D. Nowell**
1917

ginning of September. By co-operating on the sea hand with the gendarmerie, police forces, and provincial authorities on land and on the other assisted by a torpedo boat flotilla on the sea, the troops are now vigorously engaged in the attainment of their object. According to the reports received at the headquarters up to the 20th of September, the number of prisoners taken has been estimated by the troops was more than 600. Not a few leaders with their followers have been ordered, the most prominent being Kwang Sain. Two other well-known leaders who were made prisoners are Yun Simyo and An Kyo-ho. Since then about two hundred followers of these lead-

Chinese	157	1,192
Total	114	1,175

The E. & A. S. Eastern, which plies between Sydney and the Far East. He left that vessel a year and joined the C.M.S. *Kiangfoo*. He is said to be very quiet and steady. His father was a well-known lawyer near Sydney.

THE CHINESE ENGINEERING AND MINING CO., LTD.

ANNUAL REPORT.

The annual general meeting of the shareholders of the Chinese Engineering and Mining Co., Ltd., held in London, on the 27th October,

Dangers of badly-lighted streets have thus been
gale demonstrated in Kobe and Yokohama
during the past week.

...Kopod's counsel, on the ground of incompetency. He said: "I move that all of this history which the defendant Grish has just been stricken from the record, on the ground of incompetency, be taken out of the case before the defendant. The ruling of the court was reversed."

The court then adjourned to the court-house, the hearing of the jury. In the court-house, the defendant was recognized the right of the prosecution to open the argument and to close it, but he should like to be informed as to the position of the prosecution with reference to the two defendants. Judge Somnerwood said:

"The contention of the prosecution in this case is that the defendant Grish is guilty and

repair coverings. Ship July 20. Draw with
payments attached for value coverings on me
seasonal. Turn over to Cashier to pay for
repairs.

tion, and briefly reviewed the facts and the position of the prosecution, as yesterday in the *Times*, adding, that he himself, on account of having been intimately connected with the prosecution, did not care to make any recommendation as to how it is to be imposed upon the defendant, the prosecuting attorney, was pre-occupied throughout the trial and was conversant with the facts in the case, and could undoubtedly make a more unbiased recommendation as to penalty.

George asked that Kennedy be found guilty of the crime alleged, and that both be granted be punished equally, and recom-

most cordial. The impartial
every appreciation of his
N. G. D. News

Typhoon Aftermath.

"RAGNAR'S" CREW SAFE.

ABOARD H.M.S. "FLORA."

23rd inst.

The news of H. M. S. *Flora's* successful mission to the *Paracels* will be received with considerable satisfaction by our readers, and pleasure will be expressed that the remaining crew of the Norwegian steamer *Ragnar*, who were left on *Fattie Island*, after being stranded on *Mosay Island*, sent the *Paracels*, have been successfully rescued and are now on board His Majesty's cruiser on their way to Hongkong. Such was the glad tidings communicated to our representative by the Norwegian Vice-Consul, Mr. Eltzen, when he was asked for the latest information concerning the crew of the *Ragnar* attending the rescue by the *Flora* may be recalled. As soon as news of the vessel's stranding was received by the agents in Hongkong, they communicated with Commodore Lyon, through Vice-Consul Eltzen, with a view to relief being dispatched to the crew on *Fattie Island*. At the time the *Ragnar* was on her way to Hongkong from Manila and, when about 200 miles south of the Colony she was intercepted by a wireless message from Hongkong and ordered to proceed to the *Paracels*. The progress of her mission from day to day has since been reported in these columns with the happy result that the cruiser was successful in getting the crew off the island last evening and is now on her way to Hongkong. She is expected in port some time to-morrow.

JUNKS IN DISTRESS.

The first report was given in last evening's *Hongkong Telegraph* before the arrival of the *Ocean S.S. Co's s.s. Gaiher* in port that that vessel had rescued when one mile off Gap Rock Lighthouse, that she had sighted several distressed junks requiring help some twenty-nine miles to the south of the Rock. As soon as the information reached the Harbour authorities, with commendable promptitude, the Colonial Government placed themselves in communication with the Naval Authorities for assistance to be forthwith dispatched to the fleet of distressed Chinese deep-sea vessels. At the same time negotiations were entered into with the Hongkong and Whampoa Dock Co., Ltd., which concluded in the powerful tug *David Gillies* being chartered, provisioned and well supplied with stores, for a trip to Gap Rock and beyond with a view to render assistance to the junks in trouble. The *David Gillies* cast off her moorings at two o'clock this morning and proceeded with all speed Southward, the night being a bright one.

The towboat was followed at half-past six this morning by two destroyers called for the special duty. They were the *Fenn* and the *Handy*. Shortly after noon to-day word was received that the *Handy* was on her way back to Hongkong with a distressed junk in tow. She went back again to the afternoon.

THE DREDGER "ST. ENOCH."

The work of lightening the dredger *St. Enoch* of all the heavy gear on deck was proceeded with yesterday. Another attempt was made to get her off, but she still remains on dry land. It is believed that a fresh effort will be made to-day to tow the dredger into the harbour again.

S.S. "TAK-HING."

Salvage operations to refloat the *s.s. Tak-hing*, ashore at Pak-hai, near Kowloon, have not yet commenced. According to latest reports, the owners have despatched representatives to Kowloon to ascertain the condition of the vessel.

CRUISE TO PILLAR POINT.

ON THE GOVERNMENT TENDER "STANLEY."

When it became known that the *Stanley* was proceeding on a cruise to Pillar Point yesterday afternoon in search for details, a representative of the *Hongkong Telegraph* applied for and obtained permission to go out on board the tender. The nature of the work the *Stanley* had to perform was not, however, wholly of a recreational character, for the tender had received orders from the Harbour Department to investigate a danger to navigation as a result of last Tuesday's typhoon, which had been reported to the harbour authorities earlier in the day by the skipper of one of the river-boats. Capt. W. Loughy, thus combined duty with pleasure. Shortly before two o'clock, the *Stanley* left Douglas buoy, opposite the Harbour Office, and turned her nose in the direction of Cap-sul-mun. On the way, several fishing fleets were passed by the *Stanley*. The *Stanley* at first steamed round *Lau Tai Island* to *Chu Lu Kok*, but no signs of any wrecks were seen. Then she steered for *Sha Chau* and on to *Tung Ku*, but nothing came of this and the skipper was just beginning to growl at his bad luck when after having gone half-way across Deep Bay and as the *Stanley* was coasting round the mainland to Pillar Point, a junk's mast was sighted four feet above water and 8 in. thick. The mast appeared to belong to a large junk head east. A boat was lowered and the junk hauled, which it appeared to have some substance, presumably rice, which the junk must have been carrying at the time of her wreck. The mast was lying in nine fathoms of water 7 miles W.S.W. from Pillar Point. The position of the protruding piece of timber was then entered on the chart after which the *Stanley* steered a course for Hongkong.

A little incident which occurred during the cruise of the *Stanley* is worthy of mention. When off *Tung Ku*, the *Stanley* spoke the yacht *Wendy*, belonging to the *Tamar*. The yacht was communicating with her means of semaphore. On board the *Wendy* were Commander Acton, the *Tamar*, and Staff Paymaster Walker. The party were on a pleasure cruise to the West River and were steering in the direction of a Chinese temple at *Shek Wan*. Asked if they had seen any wrecked junks, they signalled back the word "No."

The *Stanley* returned to Hongkong at half-past seven, after having covered about fifty miles.

"WAKAMATSU'S" EXPERIENCE.

The *s.s. Wakamatsu Maru* arrived from Wakamatsu, Japan, to-day. The captain reports that owing to the strong side blowing, he had to anchor at Amoy for shelter.

MANILA TELGRAMS.

The telegram quoted below have been received at the American Consulate General from the Manila Observatory:

October 23rd, 9.40 a.m.

October 23rd, 9.40 a.m. Cyclone or typhoon E. of the Northern Visayas or South-eastern Luzon moving W.N.W.

11.45 a.m.

11.45 a.m. Cyclone or typhoon E. of Southern Luzon moving W.N.W.

OBSERVATORY REPORT.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 23rd at 11.55 a.m. the barometer has fallen decidedly in the Philippines, and risen over China particularly in the North.

A typhoon, which is apparently moving in a W.N.W. direction, is approaching Southern Luzon.

The recent typhoon, which was shown as a weak depression over the Formosa Channel yesterday, has filled up. Pressure is now high over China to the North of the Yangtze. It remains low to the N.E. of Japan.

Strong N. and N.E. winds to gales may be expected in the Formosa Channel, and over the N. part of the China Sea.

Hongkong Rainfall for the 14 hours ending at 10 a.m. to-day, 0.03 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N. to N.E. winds, fresh; fair.

2.—Formosa Channel, N.E. winds, strong to a gale.

3.—South coast of China between Formosa and Lanau, N.E. winds, strong.

4.—South coast of China between Hongkong and Hainan, N. winds, fresh.

DESTRUCTION AT SUNNING.

[From Our Own Correspondent.]

Canton, 22nd October.

Yesterday morning a telegram was received by the Canton Viceroy from the Magistrate of Sunning reporting that, on the 20th instant, a typhoon struck his district and rain poured in torrents resulting in a disastrous flood which rose as high as nine feet above the normal level in the surrounding waters of the district city. Great destruction has been wrought to both life and property and also the paddy plantation, rather more serious than the disaster of last year.

IMPROVING FOR RELIEF.

Later in the day a letter was received confirming the above telegram. The letter reported that the typhoon was over, but rain continued to fall. The magistrate asked for assistance from the Canton Viceroy and the Central Relief Committee for the relief of the sufferers. By order of the Viceroy, the Kwangchow Prefect at once communicated with the Central Relief Committee regarding the disaster which had befallen the Sunning district. Last evening, on receipt of the communication, the Central Relief Committee held a meeting and early this morning a relief party was sent on board a launch with money, foodstuffs, etc., to proceed to that district to investigate into the condition of the people's privations and to relieve the suffering. The Board of Revenue has also been instructed by the Viceroy to ship foodstuffs to the district to help the unfortunate.

RAILWAY TRAFFIC SUSPENDED.

The Sunning Railway has sustained serious damage in several places, and traffic has been suspended till the necessary repairs have been effected.

SAN WUI ALSO AFFECTED.

The district of San Wui has also been visited by the recent storm but no official report has yet reached Canton concerning the extent of damage done.

H.M.S. "FLORA'S" RETURN.

25th inst.

As anticipated in our issue of last Saturday H. M. S. *Flora*, which had been commissioned by a wireless message to proceed to the rescue of the crew of *Fattie Island*, of the stranded *s.s. Ragnar*, arrived in Hongkong at noon yesterday. The cruiser brought back with her the twenty-three members of the Chinese crew who chose to remain on the island and there await the arrival of the rescue party for whom, Capt. Augensen had telegraphed in his urgent message to the Hongkong agents on Wednesday last. For the first six days that the *Flora* remained on the island they had a sufficient supply of provisions which had been saved from the *Ragnar*. After that the commissariat began to run short and the castaways had to resort to shell-fish which was found on the island for their sustenance. On that scanty diet they managed to subsist until the timely arrival of the rescuing party from the British cruiser. The survivors of the wreck state that the chief officer (Mr. Schrader) died of typhoid on the island—a fact which was first reported in the telegraphic message from the Captain of the *Ragnar* and duly recorded in these columns. The day before the arrival of the *Flora* (Thursday last) the three Engineers and a crew of five put out on a lifeboat for the wreck on *Mosay Island*, with the object eventually of reaching the French coast. The men took a supply of biscuits and some water with them. Nothing has since been heard of the fate of the lifeboat although every hope is entertained that news will be received at any moment from them. Mr. J. Eltzen, the Vice-Consul for Norway, to whom we are indebted for the above information, kindly informed our representative that Capt. Augensen is on his way to Hongkong.

The *Ragnar* is in no worse position than when she first stranded when last seen by her Chinese crew. The Danish salvage steamer *Protektor* has since arrived at the scene of the disaster, and if there is any possible chance of saving the *Ragnar* the capable staff of salvage experts may be confidently relied upon to successfully accomplish the task.

"DAVID GILLIES'S" SPLENDID

ACHIEVEMENT.

In our last issue we recorded the fact that the colonial Government secured the charter of the tug *David Gillies* (Capt. Major) with the Hongkong and Whampoa Dock Co., to proceed on a cruise to the rescue of the fleet of distressed junks miles to the southward of Gap Rock. She steamed (as reported in the *Hongkong Telegraph* on Saturday) at 2 a.m. that morning and returned to the harbour on October 23rd, having covered a number of miles beyond Gap Rock. He came across quite a number of rudderless and mastless junks and took off their crews. By this means Capt. Major managed to save some fifty-one persons who would otherwise have been doomed to a watery grave. In addition to 51 Chinese so saved, the *David Gillies* was instrumental in rescuing the whole crew of a junk which she towed into the harbour yesterday.

THE "HANDY'S" MISSION.

Following in the wake of the *David Gillies* the British destroyer *Handy* and *Jenny* went out to Gap Rock on Saturday evening. Both returned from their cruise yesterday, the *Handy* accounting for two distressed junks, which she towed into port.

ANOTHER RESCUE.

The *s.s. Telamachus* (Capt. Gillespie Edwards), arrived from Saigon late on Saturday. Her captain reported that the experienced light northerly winds and N. E. swell from Saigon to Cape Padaran; light variable winds and high N. E. swell from Padaran to Cape Varella; moderate to fresh wind and high N. N. W. swell from Cape Varella to Gap Rock. At the latter stage of the journey Captain Edwards picked up members of a Chinese crew off a disabled junk about fourteen miles S. by W. from Gap Rock. The captain landed the Chinese crew on arrival at Hongkong.

THE "ST. ENOCH."

Up to last evening the Government dredger *St. Enoch* was still sinking fast to the sandy beach at Shaukiwan where she grounded on Tuesday last. Her stern is embedded in the sand while the stem at high tide shows a 17-foot mark plainly visible. A grab dredger

was working to the stern of the *St. Enoch*, apparently making a channel for the latter vessel. All sink was deposited into a junk alongside. An amusing little incident was witnessed yesterday by our representative. The junk's dug-out had been carried by the tide unobserved alongside the post-boat, and as the grab dropped into the sea it carried the "dug-out" completely under and it was swamped. The dug-out had no occupant at the time.

THE FRENCH GUNBOAT "ARGOS."

On the authority of our Portuguese contemporary—*Nova Pils*, of Macao—it is proposed to dam the paddy-field in which the *Argos* lies high and dry, and then to pump water into it all its heavy gear and ammunition in order to give it greater buoyancy. When sufficient water is pumped into the field the *Argos* will be floated into the river. The same paper states that a sum of \$8,000 has been agreed to be paid to the villagers of Sami for refloating the *Argos*, which sum includes also compensation for prospective damage to the paddy crop.

[Our special telegram from Macao in another column reports the re-floating of the *Argos*.—Ed. H.K.T.]

RELIEF FOR SUNNING DISTRICT.

On the 23rd inst., the Central Relief Committee again detailed a number of its members to board the launch *Yu Tai* with a quantity of rice and other provisions to the district of Sunning to relieve the sufferers after the recent typhoon.

THE RETRENCHMENT COMMITTEE.

SINGAPORE COMMENTS.

The annual budget of Hongkong coupled with the report of the Retrenchment Committee of that Colony, has aroused considerable, and in many cases rather indignant, criticism. The great change which has come over the finances of that Colony in connection with the reduction in the *chandu* revenue, has necessitated not only the introduction of spirit taxation organization similar to the one which we have had in the Straits, but has also led to the formation of a committee to go through the estimates to see in what directions reduction can be made. And all this is made necessary not solely by the adoption of a policy in regard to opium which has been the subject of much discussion, though that is the primary cause, but also by the failure of the Home Government, so far at any rate, to redeem the promise it made to ask for a substantial vote to replace any serious loss caused by a purview of the policy forced upon Hongkong through the Home Government, by the *chandu* addition. It will be almost a Gibraltar situation should the change of Ministry in England, because unfortunately Hongkong will then find itself in the position of having been promised something which the premier will have no power to give and it will be a matter of considerable interest to see whether the Unionist liquor supporting party, will be ready to redeem that undertaking made by the Liberal and "anti" party. Hongkong's chances of making up its loss at the Imperial expense look very poor, which is perhaps one reason why Government has decided to deprive the Chinese of the public desire to deprive the Chinese of something they rather like—that some unfortunate punkish penon and minor clerks in Government employ shall be retrenched and dispensed of. That appears to be a chief result of the Retrenchment Committee's work, though it is a little hazardous to say that is the main result, because we have not the actual report before us; but it appears that the system embarked upon has been that of cutting down small salaries here and there, eliminating transport allowances, decreasing the supply of school books and blackboards, etc., cutting off extra work allowances, raising the cost of treatment at the Civil Hospital and generally dealing with the smaller matters of a life to the extent of saving a hundred thousand dollars, which is about one per cent on the Colony's expenditure. Of course dealing with small matters like this will prevent any serious outcry being raised by aggrieved persons, as they mostly seem to be of very low grade, but it does not seem to be much a good system as was adopted in the Straits, where retrenchment took the form of the abandonment of a number of costly public works, which, whilst promising to be of great service when finished, are not of such immediate importance as to need their being proceeded with when times are very bad. One supposes that a general principle petty economies in concerns which deal with very large figures, are not a really economical way of effecting retrenchment. Thus, the retrenchment of the launching bays formerly to collect dues in outlying bays, by dismissing all the crew but two, may prove a very expensive economy when the absence of this launch on its usual round is noted and taken advantage of by junk thieves and robbers; quite apart from the fact that the work performed by this cutter will have to be done in some other way. The cries of the retrenched punkish coolie and the nucleus stoker-seaman crew, of the launch are not likely to echo as far as the Colonial Office, but it is not likely anybody will be hurt by the unfortunate themselves will be wrong, but if the impression of the retrenchment scheme given in the Hongkong papers is correct, it certainly seems that the Government have not found a very satisfactory way of making up for lost revenue, or part of the revenue, as the other part of the loss is to be supplied by the liquor tax. The position of minor officials in Government is a little different from that of those in any Municipal organization, as there is a tendency in Municipalities to multiply the posts and persons in the creation of a special bank as machinery for the colonization of Manchuria. And besides, what means an infinitesimal saving on ten million dollars, may mean a more substantial saving on two. The policy of the Hongkong Retrenchment Committee therefore appears on the face of it to be more suited to a Municipal reorganization, than to a Government retrenchment, though even in the former case it might be better to save one official salary at four hundred than to spread the amount over many departments and persons by cutting down small salaries here and there, limiting the supply of school books, and cutting down the electric light bill of a department by twenty dollars a year. The subject is interesting, however, as we are passing through a very similar crisis in the Straits.—*Singapore Free Press*.

A SINGAPORE telegram reports that the law court newly established there, consequent upon the transfer of the judicial administration to the Japanese, will be opened on the 31st inst., with appropriate celebrations. The appointments of judges, procurators, and other officials, will take place at the same time. It is further reported that a rumour is current there to the effect that the Japanese Government is urging upon the Residency-General the necessity of the appointment of Japanese Ministers for at least one or two of the Departments. In the Korean Cabinet, the present system of selecting Japanese for Vice-Ministership being considered insufficient.

KOWLOON DOCK.

ANOTHER LIGHTER FOR MANILA.

The I. C. S. N. Co.'s *s.s. Yuenning*, which has just left for Manila, has taken in tow a wooden lighter for the Chief Quartermaster's Department to the Philippines. The dimensions of the lighter are 15 ft. by 30 ft. by 9 ft. This is the third lighter completed by the Hongkong and Whampoa Dock Co., Ltd., for the U. S. Government at Manila, out of the contract they secured by public tender a couple months ago. The other two lighters already delivered were of steel and wood, respectively.

SUGAR IN JAPAN.

PROSPECTS OF THE INDUSTRY.

The production of sugar in Formosa next season is estimated at between 2,500,000 and 2,700,000 piculs, and the *Japan Chronicle* says, it is feared in some quarters that the producers will have some difficulty in disposing of their stocks on account of over-production. A certain authority on the sugar business, remarks, as quoted by the *Jiji*, that as the supply and demand for sugar approximate to each other, it is natural that a certain quantity should always remain in the hands of producers and wholesale dealers. Calculating the consumption of sugar in Japan on the basis of the quantity consumed during the past fifteen years, there will be a deficit of 215,249,000 kin in supply next season and of 193,517,600 kin in the following season. The production of sugar next season is estimated as follows:—

	Production in Japan.	Import from Formosa.
First quality.....	87,745,381	56,787,871
Second ".....	360,086	113,773,853
Third ".....	21,693	44,735,502
Fourth ".....	62,224	
Total.....	88,189,386	215,294,196

Taking the consumption of sugar at about 10 kin per capita of the Japanese population, numbering approximately 50,000,000, there will be a deficit of about 20 million kin in the supply. The heaviest deficit will be in the supply of the fourth quality, while there will be an excess of supply in the second quality, which is largely produced in Formosa. This tendency will persist for some years, those qualities which are produced to excess gradually usurping the position occupied by the qualities the supply of which is scarce.

PAINTERS' STRIKE.

MAN CHARGED AT THE MAGISTRATE.

Before Mr. J. R. Wood (Second Magistrate) in the Police Court this Wednesday a Chinaman, formerly employed as a painter in the Registrar-General's Department, was charged with, so it was alleged, using threatening language with a view to preventing a number of compatriots from attending to their lawful occupation. It appears that an attempt to secure a rise in wages was at the root of the whole matter, aided by the machinations of a certain powerful guild. Chief Detective-Inspector Henion, who appeared for the prosecution, stated that the strike was still on and in spite of the fact that the Hon. Mr. Ho Kai, M.C., and the Hon. Mr. Wei Yuk, C.M.G., had personally proceeded to the Registrar-General's office with a view to pacify the men, the latter were still determined in the step they had taken and chose Wednesday for some arrangement to be arrived at.

His Worship said that on the face of the evidence he could not convict the defendant, who was accordingly discharged.

CONDITIONS IN SOUTH MANCHURIA.

PROGRESS IN CIVIL ADMINISTRATION.

General Count Oshima, Governor-General of Kwanto (the leased territory in South Manchuria), when interviewed by a Press representative in Tokyo on the 13th instant, is quoted by the *Japan Herald* as stating that the Japanese residents in Kwanto and the South Manchuria Railway zone have increased from 37,880 at the end of 1907, to 48,205 at the end of August this year, in addition to 12,850 Japanese residents in the districts under the jurisdiction of the Japanese Consulates in Manchuria, altogether totalling 61,000. The Chinese residents in the railway zone are gradually increasing and the future prospect is thus very promising. The volume of the trade shows an increase from Yen 4,000,000 in 1907 to Yen 66,000,000 in 1908. The completion of the South Manchuria Railway has been a great boon to the Japanese, as it has facilitated both export and import trade.

The "Hoko teido" or local self-government system, which has been enforced in Chinchow since April this year, has had good results. The mounted bandits which were so rampant in Chinchow, which is located in close proximity with the neutral zone, have now almost wholly disappeared. This is a progress in the civil administration in the leased territory. The bandits, as a whole, disappeared from the districts along the railway but they are still rife in the territory under Chinese jurisdiction.

The hygienic condition of the troops stationed in Manchuria is even better than that at home, due to perfect sanitary arrangements coupled with the personal care of his health by each individual soldier. They have now been trained to live according to the climate so as to preserve their health against sudden changes.

The civil administration has now been consolidated and the period for great economic development is just being entered upon. The previous question line in the creation of a special bank as machinery for the colonization of Manchuria. He had some days ago presented to the home Government a memorial on the question and anticipates its settlement in due course. It seems that the economic development demands the opening of Port Arthur to commerce and trade. Both Japanese and foreign firms in Dairen are showing an alarming activity in their business.

Under the present condition in Manchuria the guard and police authority along the Antung-Ji railway must be left intact, but he thinks that the question may be left to some arrangement convenient to both the Japanese and Chinese authorities on the completion of the reconstruction. Prince Ito left Oiso on the 18th instant on his Manchurian tour and it is possible that he may meet the Russian Minister for Finance in Harbin. Prince Ito's tour will no doubt have a beneficial effect on the improvement of the situation in South Manchuria.

It is the intention of the Governor to make an tour on the 23rd day of April, 1901, directing the removal of all graves in Mount Caroline Cemetery which are within the area coloured blue on a plan of the said cemetery, which may be seen during office hours at the offices of the Sanitary Department, Beaconsfield, in the City of Victoria. Such order will be made for the purpose of executing a public work, namely, the proper laying out of such areas, in terraces, for future interments.

THE HONGKONG UNIVERSITY.

MUNIFICENT DONATIONS BY BRITISH FIRMS.

We have been officially informed that Messrs. David Sassoon and Company and Messrs. E. D. Sassoon and Company have each subscribed \$10,000 towards the Endowment Fund of the Hongkong University.

RECONSTRUCTION OF CHINA'S NAVY.

COST OF THE SCHEME.

The Naval Commissioners have memorialized the Throne that the preliminary expenses for the construction of docks and the establishment of naval schools and gun factories will be £1,000,000, the purchase of three second and third class cruisers, two up-to-date training ships, two torpedo boats and one battleship will cost £1,600,000 and the annual expenditure will amount to £200,000,000 and have prayed that the Board of Finance be ordered to raise the above sums. The latter has replied that both the Peking and Provincial Exchequers are quite empty and although it has done its best the required amount has not been fully raised and begged that the Naval Commissioners be instructed to proceed according to its means of raising money. As to the preliminary expenses the Board reports that it will contribute £200,000, £100,000 Kiangsu and Kwangtung have promised to contribute £200,000 each, Hupoh, £1,000,000 Chihli and Chekiang, £1,200,000 each, Shantung, Fokien and Szechuen, £800,000 each, Honan and Shansi, £600,000 each; Kiangsi, Kweichow and Anhui, £100,000 each, Shensi and Hunan, £400,000 each, making a grand total of £2,100,000.—*Shanghai Times*.

A YOKOHAMA RESCUE.

FOREIGN RESIDENT SAVES JAPANESE GIRL FROM SUICIDE.

Mr. H. Pierce, of the New Zealand Insurance Company, 167 Yamashitacho, Yokohama, while walking along the Bund at seven o'clock on Tuesday evening in the vicinity of the Yokohama Harbour Master's Office, was startled by hearing the piercing cry of a woman, together with a heavy splash of water, and turning his eyes to the water front, was just in time to see a young Japanese girl disappear beneath the surface. Mr. Pierce flung off his hat and sprang into the water and a few strokes brought him to where the girl had disappeared, and whom he caught as soon as she rose to the surface.

The tide was very high and a swift current was running at the time, says the *Japan Advertiser*, and while it was one thing to catch and hold the girl, it was quite another to bring her safely to shore, but thanks to the water police he was able to do so.

The girl proved to be one Komiyu Toshi, the adopted daughter of Komiyu Genjiro of Kawasaki.

INTERPORT PROGRAMME.

We have been favoured with the following programme of fixtures for the Interport Week by the honorary secretary of the H.C.C. This programme is, of course, subject to alteration.

Nov. 19th, Friday, and 20th, Saturday.—Hongkong v. Shanghai (Cricket).

Nov. 21st, Monday, and 23rd, Tuesday.—Shanghai v. Straits (Cricket).

Nov. 24th, Wednesday.—Hongkong v. Straits (Tennis).

Nov. 25th, Thursday, and 26th, Friday.—Hongkong v. Straits (Cricket).

Nov. 27, Saturday.—Hongkong v. Shanghai (Tennis).

Nov. 29th, Monday.—Shanghai v. Straits (Tennis).

Nov. 30th, Tuesday.—2nd day Cricket Interport Champions versus The World.

Dec. 1st, Wednesday.—Tennis—Interport Champions versus The World (time permitting).

AN ITALIAN PEDESTRIAN.

ENCIRCLING THE GLOBE IN THE INTERESTS OF SCIENCE.

Professor Alfred Battelli, an Italian pedestrian making a round-the-world tour in the interests of science, arrived in Nagasaki from Shanghai yesterday evening, reports the local Press. After saying here for a day or two he will proceed to Shanghai. From the latter place the journey will be resumed on foot to Canton, Hongkong, India, China, Siam and India. Tibet and central Asia will then be traversed provided that the Indian Government will grant him the necessary security in the way of military escorts, etc. He then proposes to direct his course in a straight line across the European continent to the British Isles, embarking at Liverpool on his return to New York, the place from whence he started a year ago.

Signor Battelli, Professor of Commercial Geography of the University of Rome, is one of a party of four scientists and journalists who left New York on October 7th, 1900, on a four years' trip around the world. The primary object of the trip is to collect material for a great work on the geographical, social, racial, religious and scientific characteristics of the world's countries and peoples; and each of the four men on tour have a special line of research, and in investigation which they are following up. In addition to their scientific work, the four are representing various foreign and American journals and newspapers. Besides Professor Battelli, who is the managing head of the expedition, the walkers are Silvio Ottomati, a Frenchman, Adolph Schneider, a German, and Dr. Albert Wilkes, an American. The three latter are still in America.

Professor Battelli, in the course of an interview said that he had encountered many difficulties and adventures in America, but in his travels through Japan he had experienced no trouble whatever and carries away with him nothing but the most pleasant impressions of this country.

A FATAL FALL.

HOUSE-PAINTER DROPS A DISTANCE OF TWENTY FEET.

St. John's Place, near Garden Road, was the scene of a shocking accident on the 25th inst. It appears that a Chinese painter was engaged in painting some iron bars, when suddenly he missed his footing and dropped to the ground a distance of twenty feet. A number of friends came to the unfortunate man's rescue and removed him to his home in Wing On Lane. From the first, little hope of recovery was entertained and shortly before one o'clock last Wednesday morning, the man became unconscious and a couple of hours afterwards succumbed to his injuries.

At the recent audience with the Law Revision Commissioners, the Prince Regent commanded them not to disregard the Chinese morals and teaching of several thousand years' tradition in their revision of the law.

INTERPORT CRICKET.

SINGAPORE SELECTION COMMITTEE.

Capt. E. I. M. Barrett and Messrs. L. Walker, G. M. Billings, D. R. McKean and V. H. Lanning have been elected to act as the Selection Committee for the Interport cricket matches to take place in Hongkong in November.

THE CAUSEWAY BAY DISTURBANCE.

MAFOOS AT THE MAGISTRATE.

Two Chinese mafios appeared before Mr. J. R. Wood (Second Magistrate) in the Police Court last Wednesday in connection with the disturbances at Causeway Bay on the 5th inst. Inspector W. Kerr prosecuted and Mr. P. W. Golding (of Messrs. Golding, Barlow and Morrell) appeared for the defendants.

It may be remembered that about noon on the day in question (5th inst.) Causeway Bay was the scene of an uproar, which was given rise to by some dispute between factions of mafios, a section of whom hailed from Kennedy's stable. Tent-pegging lances and bamboos were freely used at the time, in

LEGISLATIVE COUNCIL

A meeting of the Legislative Council was held in the Council Chamber yesterday afternoon. Present:—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Major-General R. G. Broadwood, C.B., (Commanding the Forces), Hon. Mr. F. H. May, C.M.G., (Colonial Secretary), Hon. Mr. F. A. Hazledine (Attorney-General), Hon. Mr. O. McE. Messer (Colonial Treasurer), Hon. Mr. F. N. E. Jones (Director of Public Works), Hon. Mr. E. J. Baderley (Captain Superintendent of Police), Hon. Mr. A. W. Brown (Registrar General), Hon. Dr. Ho Kai, M.D., C.M.G., Hon. Mr. W. J. Gresson, Hon. Mr. W. L. Y. C. M.G., Hon. Mr. E. Osborn, Hon. Mr. E. A. Hewett, Hon. Mr. Murray Stewart, and Mr. O. Clementi (Clerk of Council).

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes Nos. 47 to 50. It was agreed that they be referred to the Finance Committee.

NEW MEMBER.

Mr. Hazledine took the statutory oath of office and his seat at the Council.

LIQUOR LICENCES.

The Resolution under Section 6 of the Liquor Licences Extension Ordinance, 1908, was not proceeded with.

AFTER THE GALE.

His Excellency the Governor, in referring to Financial Minute No. 50, said: "It may interest the members of the Council to know what has been done. On the 22nd the *Catch* brought in news and signalled also at Gap Rock to the effect that there was a large number of distressed junks to the south-west and the west of Gap Rock. We immediately sent out the *David Gillies*, which was hired from the Dock Company. She left at 2 a.m. the same night in order to arrive on the scene at daylight the following morning. She brought in 22 men from the junks and brought in a low one junk. At the same time I applied to the Commodore asking him to give assistance. He sent out two destroyers and brought in two junks and gave rice and water to the various crews. Next day two destroyers went out and brought in three more junks and gave rice and water. On the Monday further reports reached us from Gap Rock that there was a number of distressed junks floating about. I again communicated with the Commodore and on Monday night he sent out two destroyers and the *Catch*. They have not yet returned. They took 300 lbs. of rice each and the *Stanley*, which was passing on that day to make her usual fortnightly trip to Gap Rock, also took out 300 lbs. of rice. The hire of the *David Gillies* cost \$500 and 2,700 lbs. of rice cost \$113 and the Financial Minute now before the Council is for that amount. I may also say that the *Telegraph* brought in eleven men and the *Mahidi* six junks, which is a most creditable performance (Applause). The *Telegraph* also brought in sixteen men and I have just heard that the *Telegraph* towed a junk into safety (Applause). Other vessels have brought in other junks. The total is 82 men saved and 11 junks (Applause)."

MR. CARTER'S RETIREMENT.

Hon. Mr. E. A. Hewett asked the following questions of which he had given notice:—

1.—As it is understood that Mr. A. Carter, Sanitary Surveyor, has been retired from the Government service, will the Honourable the Colonial Secretary inform the Council when this official first received notice as to his being pensioned?

2.—Is it not a fact that Mr. Carter was at home on leave for nearly a twelvemonth in the full belief that he was to return to this Colony and that within five weeks of the date of the expiry of his leave (as shown in the Civil Service List) and when he was on the point of leaving England to take up his appointment, he was for the first time informed by the Colonial Office that his services were no longer required?

3.—Will the Government, taking into consideration the fact of Mr. Carter's good service, and that owing to his age he is now no longer eligible for obtaining fresh employment in a Government or municipal office, recommend to the Secretary of State that under the exceptional circumstances of the case Mr. Carter be granted a special pension of say £150 p.a.; or as an alternative an offer of re-employment on similar conditions to those of his former post?

4.—In the event of the Government being unable to agree to this will His Excellency consent to refer the question as now raised to the Secretary of State?

The Colonial Secretary replied:—

1. Mr. Carter first received notice of the intention to place him on a pension in a letter from the Colonial Office dated the 28th of July.

2. It is a fact that Mr. Carter went home on a year's leave on 1st September, 1908. He applied for three months' extension of that leave prior to the intimation above referred to conveyed to him on 24th July and he has been granted an extension of his leave of two months.

3. Mr. H. W. Just of the Colonial Office in a letter to Mr. Carter dated the 14th of last September wrote: "With regard to your request for a special pension I am to observe that you have been granted the addition allowed under the regulations for abolition of office and that it is not possible to consider the grant of a special pension."

4. The point has already been placed before the Secretary of State. The Government has already considered the possibility of employing Mr. Carter in some capacity and should a suitable vacancy arise his claim to re-employment will not be overlooked. (Applause.)

PRAYA RECLAMATION SITE.

Hon. Mr. M. Stewart, pursuant to notice, asked: To what extent, for what public purpose, and for how long has the plot of Government ground between the New Law Courts and the Graydon been let?

The Director of Public Works said:—This ground with the exception of the strip immediately in front of the Hongkong Club temporarily occupied by Mr. Chan A Tong for work in connection with his contract for the New Law Courts has been let since 1st December, 1906, to Messrs. Sang Lee & Co. for their work in connection with the contract for the Post Office. The ground is to be cleared in 12 months' notice in writing from the Director of Public Works.

Mr. Stewart:—Will the Government undertake to have the plot in question cleared and made presentable as soon as it is no longer necessary to the work on the Law Courts and the Post Office so that it will not remain in its present untidy state?

His Excellency the Governor:—I think it would be desirable if you gave notice of that question. The present intention is to clear the plot as soon as it may be, but I should like to have notice of the question.

SUBSIDIARY COMING.

Mr. Stewart gave notice that he would, at the next meeting of the Council, move: That in the opinion of this Council the issue of a new subsidiary coinage at par would not be successful unless the use of all other subsidiary coins were prohibited within the Colony, and that, in the circumstances, it is undesirable to deal with the

matter except as far as a comprehensive scheme of local currency revision.

APPROPRIATION BILL.

The Colonial Secretary laid on the table the report of the Finance Committee on the Bill entitled An Ordinance to apply a sum not exceeding Five million six hundred and twenty-five thousand six hundred and eighty-three dollars to the Public Service of the year 1910.

The Bill was reported by the Finance Committee without amendment.

On the motion of the Colonial Secretary, seconded by the Colonial Treasurer, the Bill was read a third time and passed.

COLONIAL CEMETERY.

The Attorney General moved that Council go into Committee on the Bill entitled An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion, other than members of the Roman Catholic Church.

The Colonial Secretary seconded. Agreed.

After consideration in Committee, Council resumed and the Bill, being reported without amendments, was read a third time and passed.

TYPHOON REFUGEE.

On the motion of the Attorney General, seconded by the Colonial Secretary, the third reading of the Bill entitled An Ordinance to authorize the Construction and Maintenance of a Harbour of Refuge upon and over certain portions of the Sea Bed and Foreshore situated upon the Harbour frontage at Taitokotai, Mongkokkai, and Naumai, Kowloon, in this Colony, was postponed.

TRADE MARKS.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Law relating to Trade Marks.

The Colonial Secretary seconded. Agreed.

Council then went into Committee on the Bill, it being left at that stage.

STEAM BOILERS.

The reading of the Bill entitled An Ordinance to provide for the periodical inspection of Steam Boilers and Prime Movers, was passed on the motion of the Attorney General, seconded by the Colonial Secretary.

WIDOWS' AND ORPHANS' PENSIONS.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the *Widows' and Orphans' Pension Ordinance, 1908*.

The Colonial Secretary seconded. Agreed.

The Council went into Committee on the Bill.

The Bill passed Committee, without amendment, and was read a third time.

WOMEN AND GIRLS' PROTECTION.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Protection of Women and Girls Ordinance, 1897, as amended by the Protection of Women and Girls Amendment Ordinance, 1905.

The Colonial Secretary seconded. Agreed.

The Bill passed Committee, without amendment, and was read a third time and passed.

RECREATION GROUNDS.

The Attorney General moved, and the Colonial Secretary seconded, the second reading of the Bill entitled An Ordinance to provide for the Reservation of certain lands in Victoria, in the Peak District, and in Kowloon as Recreation Grounds, and to provide for Regulations as to the use thereof.

Agreed.

The Bill went through Committee, was read a third time and passed.

PUBLIC PLACES REGULATION.

The second reading of the Bill entitled An Ordinance to amend the Public Places Regulation Ordinance, 1870, was passed on the motion of the Attorney General, seconded by the Colonial Secretary.

The Bill went through Committee, was read a third time and passed.

CHINESE EXTRADITION.

The Attorney General moved the second reading of the Bill entitled An Ordinance to amend the Chinese Extradition Ordinance, 1889.

The Colonial Secretary seconded. Agreed.

The Bill was read a third time and passed.

POSTOFFICE.

The following Bills were not proceeded with:—

Second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1901.

Second reading of the Bill entitled An Ordinance to amend the Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1902.

ADJOURNMENT.

The Council adjourned till this day fortnight.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following votes be adopted by the Council:—

KOWLOON WATERWORKS.

A sum of one thousand six hundred dollars in aid of the vote, Public Works, Recurrent, Water Works, Maintenance of Kowloon.

LAND REGISTRY OFFICE.

A sum of ninety dollars in aid of the vote, Judicial and Legal Departments, Land Registry Office, Other Charges, Incidental Expenses.

COAL.

A sum of five hundred dollars in aid of the vote, Miscellaneous Services, Coal.

CHARITABLE SERVICES.

A sum of six hundred and fourteen dollars in aid of the vote, Charitable Services, Passages and Relief of Destitutes.

A WILL DISPOSES.

This was all the business.

MOTION BEFORE THE CHIEF JUSTICE.

Before the Hon. Mr. W. Rees-Davies, K.C., (Acting Chief Justice) that the Supreme Court, yesterday morning, Mr. H. G. Calhoun, instructed by Mr. W. B. Hinds (of Messrs. Brutton and Hett) moved, on behalf of Ko Kai Shan, the executor of the will of Ip Chuk Kai, for an order that the letters of administration of the estate of the deceased Ip Chuk Kai, left unadministered and with the will attached, granted by the Court on the 26th April, 1900, to Ip Kwai, be revoked and declared null and void.

Counsel stated that the citation was served and the letters of administration were brought by the solicitors, on whom the notice of motion was served in the ordinary way. The solicitors had communicated with Ip Kwai, concerning the proceedings but the latter would not appear.

His Lordship:—If you will satisfy me with a further affidavit as to the position of this man, then I will consider your motion according to its merits.

Counsel concurred and further argument was adjourned for a fortnight.

M. P.'S CRITICISMS OF SIR FREDERICK LUGARD.

"HONGKONG TELEGRAPH'S" PROTEST ENDORSED BY LONDON JOURNAL.

The following is from the *London Standard* of 1st Oct.:

We note that one of our Hongkong contemporaries makes a forcible protest against the action of an obscure member of the House of Commons, in seeking to misrepresent the attitude adopted by His Excellency Sir Frederick Lugard with respect to the anti-opium measures in the Legislative Council.

The member in question, a Mr. Bennett, dares to declare that "in Hongkong there had been some measure of progress, although it had not with the utmost opposition from the Imperial servants of this country." And yet it is a fact that a good many people in the Colony have accused Sir Frederick of rushing these anti-opium measures through the Legislative Council.

They have alleged that he has ignored the interests of the Colony in his anxiety to carry out the wishes of the Imperial Government. We may endorse the protest of the *Hongkong Telegraph*, which truly describes his Excellency as being between the devil and the deep sea.

THE NAVY LEAGUE ANNUAL.

THIRD YEAR OF ISSUE 1900-1901.

The Navy League Annual was made its appearance on Trafalgar Day, October 21, as hitherto. This year the publication of this work, which has now become a national institution, has been undertaken by the famous house of John Murray, Albemarle Street.

The control and editorship remain in the able hands of Mr. Alan H. Burgoyne, the founder of the Annual, and he has this year secured the collaboration of some of the most eminent writers of the day.

Part II, which contains a series of articles upon current topics, will prove the feature of greatest interest.

These articles are as follows:—

"The Navy and the Empire." By Lord Elcho.

"The Naval Policy of Germany and her Relations with England." By Graf Ernst von Reventlow.

"The French Need for Capital Ships." By Maurice Loeu, Secrétaire Général of the Ligue Maritime Française.

"Notes on the Trend of British Battleship Design." By "Naval Constructor."

"The Mastery of the Pacific." By Satori Kato.

"The Personnel of the German Navy." By Hector G. Bywater (Berlin).

"The Popularization of the Navy." By Alec Mitchell.

"The Evolution of Submarine Vessels." By Maxime Loeu, late Chief Constructor to the French Navy.

"Neglected Warship Types." By "Blue Peter."

Mr. Alan Burgoyne, besides contributing an exhaustive analysis of international naval strength, writes seven chapters on the progress of the British and foreign navies during the last twelve months.

Mr. Oscar Parkes has charge of the illustrations, and amongst the vessels he will portray are the battleships *Vanguard* (British), *Huen* (Japanese), *Michigan* (U.S.A.), *Poten* (German), *Terashiro* (Dutch), *Peresvannik* (Russian), the armored cruiser *Blucher* (German), the scout *Hamada* (British), and *Vado* (Japanese); and the latest British submarine *Dr.* In addition to the above, there will be views of several projected battleships and of the latest French and Italian submarines.

Mr. Parkes will also contribute elevation plans of the battleships *Vanguard*, *Poten*, and *Minas Gerais*; the armored cruiser *Kurama* (Japanese), *Waldeck Roussseau* (French) *Blicher* (German) and *San Giovanni* (Italian); the scout *British* (British) and *Tone* (Japanese).

Part III will contain voluminous descriptive lists of every fighting ship in the world; a table of all vessels of the *Dreadnought* type built, building, or projected; a list of the chief naval guns, with full ballistics and detailed descriptions; a table showing the evolution of the British battleship from the floating battery of 1845 to the *Hercules* of 1911; and finally, a complete table of every dock, floating or stone dry dock, throughout the world, having a length of 500 ft., a beam of 82 ft. at entrance, and a depth over all of 26 ft. Mr. Alan Burgoyne has devoted an immense amount of time of the last year, which it can confidently be stated will be a vast improvement over all previous issues. The book, which should be ordered at once, can be obtained at a bookbinder's. The price remains as before—cloth bound, 2s. 6d.; net; library edition de luxe, 12s. 6d. We strongly urge everyone to order the library edition, which is beautifully bound and would form a handsome and acceptable present to anyone for any occasion.

The Council adjourned till this day fortnight.

SAPS IN CHINA.

In answer to a communication, Vice-Consul-General Stuart J. Fuller, of Hongkong, reports as follows concerning the trade openings for saps in China:—If manufacturers make a small safe that can be sold at a low price, it would be possible to build up in South China a considerable business. The purchasing power of the Chinese is very low. There might be an opening for articles of this kind to sell to Chinese pawnshops. These are flourishing institutions in China, usually occupying the best buildings in a Chinese town, and taking elaborate precautions to safeguard the property entrusted to them. A business in safes would require cultivation and energetic handling, preferably by a man with connections throughout China. Hongkong is the port of shipment and consignment for about 40 per cent. of the foreign trade of China, and is the distributing centre for South China. The export and import houses maintaining offices here do business in all the Treaty Ports from Peking to Foochow, and most of them have their own offices or connections in these ports. There are no duties in the port of Hongkong. Safes shipped into China pay a duty of 5 per cent. *ad valorem*. The safes used here up to the present time have been largely of the kinds that lock with a key. The objections to combination locks, as stated by firms handling safes, are deterioration due to the excessive dampness of the climate and the difficulty of having such locks repaired.

A QUESTION OF COSTS.

DISCUSSION IN THE SUMMARY COURT.

In the course of a summary action at the Supreme Court yesterday afternoon, Mr. Otto Kong Seng, for the plaintiff, asked for the costs of the day owing to innumerable postponements.

Mr. Reader Harris (for defendant):—Ten dollars will do, my Lord? I understand it is the usual practice in this Court to fix the costs of the day at \$10. I have it on the authority of my friend Mr. Goldring, who had a similar case some time ago.

Mr. Kong Seng:—No, my Lord. I will tax the costs.

His Lordship over-ruled Mr. Harris' suggestion.

THE WHISMANN PROSECUTION.

DECISION RESERVED.

The case was resumed before Mr. J. R. Wood in the Police Court yesterday morning in which the Café Welmman is being prosecuted for an alleged contravention of the Liquors Ordinance dealing with adjacent licensees. Detective Sergeant O'Sullivan prosecuted and Mr. Eldon Potter, instructed by Mr. Cowther Smith (of Messrs. Welmman and Smith), appeared for Messrs. Welmman, Limited.

His Worship briefly dealt with the points raised by Counsel.

A "boy" in the employ of the Café Welmman stated that he had served as a waiter with the defendants for about a year. He had always been instructed not to serve drinks to customers without meals. Notices to the effect were hung up at the bar, pantry and near the entrance facing the road. On the 1st instant, two Europeans came and asked for Pilsener beer. Witness asked them if they would have cakes or sandwiches and they replied "Yes, sandwiches." Witness brought a plate of sandwiches and two beers on a tray. After quarter of an hour, another customer came and sat at a table near by. He asked, for nothing except Kupper beer and when asked if he would have sandwiches served with the beer, he insisted upon having beer only. Witness did not serve him. The two previous customers conversed with the latter and called for three beers. Witness consulted the "talpa," who instructed him not to serve the third customer but only those who had called for the beer. On being questioned by Counsel, witness declared he was certain that the "talpa" had given him instructions not to supply drinks to customers without meals, which he always observed.

His Worship (To witness):—They say that you brought the sandwiches without their having called for any?—They say so. I don't.

Then when they say they did not call for sandwiches, they are telling an untruth?—Yes. They say you did not bring the sandwiches and beer on the same tray?—I did.

Where your instructions—not to supply beer unless food is eaten or is asked for?—I ask the customer what he wants and if he says alcoholic liquor, I supply him with sandwiches.

Mr. Potter having addressed the Court, his Worship reserved his decision.

PRINCE ITO IN MANCHURIA.

PROSPECTIVE RESULTS OF THE TOUR.

In view of the tragedy at Harbin on Tuesday, which culminated in the assassination of Prince Ito by a Korean fanatic, the following from the *Singapore Free Press* will be read with melancholy interest:—The present trip which Prince Ito is making in Manchuria is one of the most significant events in Far Eastern affairs. Notwithstanding official statements issued as to the private character of the trip, the Japanese newspapers, according to one of our late telegrams, are already discussing the results of the trip as to the economic relations between China, Russia and Korea in Manchuria. Japan has frequently expressed adherence to the policy of the "open door" in China, but we are afraid that the interpretation of this phrase means with her, as with other nations, an open door to exploit China. In other words, China must not close her doors to any nation, but must allow each one in its turn to gain what it can. Manchuria is one of the richest portions of the Chinese Empire, and an open door into its resources means the entry upon an avenue leading to great wealth. It is largely an undeveloped country, and in this respect differs from any other part of China. It will be much easier to mould this growing country into a shape agreeable to outside influences than would be possible in the older and more thickly settled parts of the Empire.

Prince Ito's experience in the rapid changes which have come over his own country during the last two generations, and his recent experience in the denationalization of Korea, give him exceptional qualifications for the formation of an expert opinion as to the present conditions and future probabilities in Manchuria. It can be taken for granted that these opinions will be used by a patriotic statesman like Prince Ito for the furthering in Manchuria of the interests of his own nation. While Japan is thus using her best instrument for measuring the situation in Manchuria, we regret to say that China is allowing affairs to drift along and take their own course. There is no part of the Empire at the present time where statesmanship is so imperatively demanded as in Manchuria. It would be well if China could make a similar move to that of Japan, by sending such a man as Yuan Shih-kai, or Chao K'eh-shun, to travel throughout Manchuria and submit a report. The present Governor of Kirin Province, H. E. Chen Shao-chang, made an able report some time ago. This was largely devoted to the consideration of the Chien-tao incident. Governor Chen is a man thoroughly familiar with Manchurian affairs, and would make an able assistant to a High Commissioner, if such an officer were sent to Manchuria.

CHINESE PORK.

Public opinion has concerned itself lately with the introduction of the carcasses of pigs from China for consumption in Britain. The public are assured that the pigs in question are led differently to the ordinary pigs in China, and are, in fact, specially bred, fed, and selected for the British table. We are told, in fact, that these pigs are fed on rice, and are therefore cleaner nurtured animals. How a Chinaman can afford to feed his pigs on rice and compete in the British or any other market with pigs from other countries is a question which our power to understand and, we may at once say, we refuse to believe. We would as soon believe a man in this country should state that he fed his pigs on bread, for rice is to the Chinaman what bread is to Europeans. Rice is, moreover, not so plentiful in China as those unacquainted with the country would seem to believe. China cannot grow enough rice to satisfy the demands of the people, for rice has to be largely imported from Indo-China, Siam, and other rice-producing countries. That the farmers in China can afford rice as the staple food for pigs is unbelievable. Were such a diet commercially possible, moreover, the value of rice-fed pork as a food is questionable.

It is well known that no European in China will knowingly eat locally produced pork. To those who know how the pigs in China sustain life, for they get nothing more than bare sustenance, it is not to be wondered the pork is looked at askance. Pigs are naturally supposed to be dirty feeders, but surely the Chinese pig is the dirtiest of all. However, many things are said to be cheaper in China, and the pig appears to be one of them. Can the Chinaman change his ways or the pig his chow? May well be asked by those who know China. In the advertisement connected with this new commercial enterprise the pig will no doubt be said to have done so, but the Chinaman can no more afford to give rice to his pigs than we can afford to give pearls before swine. (Journal of Tropical Medicine and Hygiene.)

ELECTRIC TRAM DERAILED.

CAR DELAYED FOR HALF AN HOUR.

As a result of the heavy rains, which have fallen during the past week, an electric tram coming from the direction of East Point was yesterday morning derailed near the New Law Courts, as a consequence of which the car was delayed for about half an hour. It appears that the flooded nature of the tram-line was responsible for the accident. The car-driver was too late in using the emergency brake, as a result of which the car derailed from the track causing considerable damage to the lines. Fortunately, no casualties occurred and the car proceeded on its journey without further mishap.

FOOTBALL LEAGUE.

FIRST DIVISION.

Only two matches were played in this division on Saturday—one at Happy Valley and the other at Kowloon. The one, which was to have taken place on the Navy ground, did not come off owing to some misunderstanding, as the Naval team turned up at 2.30 p.m. and the R.G.A. and referee went to the field at 4.30 which was the appointed time for the match. We understand this match will be played off at a later date.

HONGKONG FOOTBALL CLUB VS. BUFFS.

The teams were as follows:— Club:—J. Clark; F. G. Carroll and J. McCobbin; H. W. Kirby, R. C. Barlow and A. Gregory; A. Aitchison, W. Weston, A. Whitmarsh, E. A. May and J. D. Dauby.

Refs.:—Black; Ruler and Bartlett; Dare, Wren and Tanspelt; Fitzpatrick, Drew, Taylor, Brewster and Barker.

This match was witnessed by a large gathering of spectators, and when the whistle sounded for play to begin, four, as the civilians are not used to play on a wet day they were defeated badly. Three goals were scored in the first half, one was a mis-kick by McCobbin, and the other two by Taylor who placed the ball beautifully into the net. In the second half the Club tried to score but nothing resulted, and once the ball was secured by Taylor it meant a goal, and this was done three times, when the score was brought up to 6 goals. Without Taylor in the Military team the score might have changed. He, no doubt, played an excellent game on the forward line. Clarke for the Club, saved some hard shots in goal.

KOWLOON VS. ROYAL ENGINEERS.

The spectators enjoyed a nice game at Kowloon on Saturday afternoon, watching the above match. Both teams put up a very good game which was very interesting. In the first half the Kowloonites did well and beat the Sappers' goalkeeper twice. The first goal was netted by Morris after a quarter of an hour's play, and the other was done by Wilkie. The Engineers tried time after time to equalise in the first half, but the Kowloon kept on pressing and nothing occurred. When the whistle went for half time the score stood K. F. C. 2 goals; R. E. 0.

In the second half the table turned and a much faster game was seen; in no time the Engineers equalised. All thought the Sappers would win but the score stood till the end two all. The Kowloon kept on pressing and did not allow the Sappers to have matters all their own way.

The home team were short of Messrs. Allen and Van Gieken, which made a difference to the team.

LEAGUE TABLE.

Played Won. Lost. Drawn. Points.

R. G. A. 2 3 0 0 6

Kowloon F. C. 3 1 1 1 3

R. E. 3 0 1 2 3

Macao's Delimitation.

ANTI-PORTUGUESE MOVEMENT
IN CANTON.

SELF-GOVERNMENT SOCIETY'S AGITATION.

[From Our Own Correspondent.]

Canton, 23rd October.

The following is a free translation of a circular which has been issued by the Canton Self-Government Society for the purpose of convening a public meeting in connection with the Macao Delimitation question.

The land comprised within the settlement of Macao was originally only leased by China, to the Portuguese for purposes of residence, of which the boundary limits can be easily traced. The collection of the annual rental in former years by the Chinese Government furnished ample proof that the settlement of Macao is Chinese territory. Though the collection of the rental has been waived by China, it should, nevertheless, be well understood that we, Chinese, are the landlords and the Portuguese are tenants. However, the Portuguese did not keep faith with the stipulations as laid down in the lease agreement, and, on the other hand, allege that the settlement of Macao was acquired by them by right of conquest. They thus forgot all the kindnesses China had accorded them. The Portuguese contention should not, of course, be recognised and granted by the civilised world. The Portuguese Delimitation Commissioner, H. E. Ko Yu Him, asking him to stop the Chinese from reclaiming the low land at Chishan. The Portuguese, furthermore, desired to extend their encroachment on land to the north on the opposite side of the river. Stirring reports have been received on several occasions from the people of the Heungshan district, stating how unreasonable the Portuguese have been in their claims and how weak the Chinese Delimitation Commissioner, H. E. Ko, has been in failing to effectively oppose the Portuguese demands tending to the loss of Chinese territorial rights. The villagers of Heungshan are now taking steps to combine with a view to organise a volunteer militia as a precautionary measure against any emergency. So long as it is the Self-Government Society's opinion to maintain peace, no matter how the people of Heungshan may be in dealing with us, we must not fail to take the necessary steps to deal with them in a "civilised manner."

[The expression is a euphemistic one employed to suggest the institution of an anti-Portuguese boycott.—Ed., H.K.T.]

A perusal of the letters received by this Society leads to the fear that, in case H. E. Ko fails to effectively protest against the Portuguese, the results will be a further outbreak of some serious disturbance. If such an event should, unfortunately, happen, we do not know what H. E. Ko will do in regard to complying with the instructions of the Imperial Government. While the negotiations on the Macao delimitation question are proceeding, the moment is opportune for meetings to be held to discuss the matter, and we should lose no time in sending members of this Society to the Heungshan district to deliver lectures for the purpose of persuading the villagers to forego any disturbance, and we should at the same time address a joint telegram to the Imperial Government asking it to appoint another special High Commissioner to conduct negotiations with the Portuguese in order to arrive at a solution of this question.

On the same day and at the same meeting it was proposed that the letters received denouncing H. E. Liang Tan-yen, president of the Wai-wai, for his failure to uphold China's interests in the recent Manchurian convention will be read before the information of the people. The meeting is to take place on the 24th instant, when the people of every class are invited to attend.

INDIGNATION MEETING AT CANTON.

COMMISSIONER KO'S SUPERSESSION URGED.

25th October.

In my letter of the 23rd inst. I forwarded you a translation of the circular which had been issued by the Canton Self-Government Society convening an indignation meeting for the 24th inst. The meeting was held yesterday (Sunday) at the office of the Canton Self-Government Society at the Wah Lun monastery. The meeting was called for 9 p.m. Before the clock struck on all the seats in the meeting hall were occupied, and that many people who came after that hour had to stand and many others could not even secure admission into the hall, there being not so much as standing room available. Those present at the meeting could not have numbered less than thousands. Chan Chung Kwei and Chan Wai Po were elected chairman and vice-chairman, respectively, and Lo Shih Ngao acted as secretary. Speeches were delivered by several members of the Society on the question of the Macao delimitation, and the recent convention concluded between China and Japan, concerning Manchuria. The speeches were punctuated with inflammatory observations directed against the Portuguese and the Japanese. All the addresses were loudly followed by cheering and applause. Considerable interest in the proceedings and whose emotion was aroused by the remarks of the speakers.

All the letters and telegrams received by the Society were read at the meeting to the assembly. The people were also informed of the manner in which the people of the Heungshan district are contemplating the recruiting of a volunteer militia against the Portuguese. The representative of the Heungshan district, Yeung Siu Cho, then produced a map and pointed out to the meeting the land which is alleged to have been encroached upon by the Portuguese, and also other places that the Portuguese are said to claim at Chishan.

After considerable discussion as to the alleged unsatisfactory manner in which the Chinese Delimitation Commissioner, H. E. Ko Yu Him, is, in the opinion of the meeting, conducting the negotiations by not exhibiting sufficient determination in opposing the Portuguese claims, then leading to the loss of Chinese territorial rights, the meeting resolved to mark its sense of disapprobation of the Commissioner's action.

As regards the agitation that has been aroused among the people of Heungshan, who propose to organise a volunteer militia against the Portuguese, it is feared that the result of the proposed action might lead to serious consequences. It was agreed, therefore, to select a number of members of the Society to proceed forthwith to Heungshan to deliver lectures warning the villagers against creating any disturbance. For this purpose, Chan Wai Po, Tam Shiu Po, Kung Tso Tin and Li Shih Kung were selected by the meeting to give effect to the motion adopted by the meeting.

It was also resolved that telegrams should be forwarded to the Chinese reading in foreign countries to invite their co-operation, and that a joint telegram should also be addressed to the Imperial Government asking it to appoint another special High Commissioner to conduct

negotiations with the Portuguese on the Macao delimitation question in supersession of H. E. Ko Yu Him.

Ng San Ning suggested that they should also take the opportunity of laying the matter before the newly-formed Canton Provincial Assembly for discussion and in ask the Assembly for its views as to the best course to adopt to arrive at a solution of the case.

After the above resolutions were unanimously passed the letters and telegrams received by the Society concerning the Three Easterns Province were also read for the information of the people. Most of these communications were couched in inflammatory language inciting the people to maintain the boycott movement.

TELEGRAM TO THE WAIWU.

Canton, 26th October.

Reference was made in my letter of yesterday that, at the indignation meeting of the Canton Self-Government Society held on Sunday last, among other resolutions adopted was one to the effect that a telegram should be forwarded to the Ministry of Foreign Affairs in Peking urging the supersession of H. E. Ko Yu Him, Chinese Macao Delimitation Commissioner. The dispatch has since been formulated and transmitted to the Waiwup, of which I now append a translation.

"The members of the Waiwup, Peking. The collection of rental from the Portuguese for the settlement of Macao having been discontinued, we, Chinese, are, however, still owners of the land. As the Portuguese have on many occasions violated the treaty, we should, of course, lodge a protest against them. They are now acting unreasonably with the intention of extending their power over the territorial waters beyond the boundary limit as well as of encroaching upon Chinese territory on land. The Chinese Delimitation Commissioner, H. E. Ko Yu Him, failed to exercise extra care in the conduct of his mission, so the Portuguese became more exasperated in their claims. At present the people in the whole of the Kwangtung province are greatly excited with the intention of extending their power over the territorial waters beyond the boundary limit as well as of encroaching upon Chinese territory on land. The Chinese Delimitation Commissioner, H. E. Ko, has been in failing to effectively oppose the Portuguese demands tending to the loss of Chinese territorial rights. The villagers of Heungshan are now taking steps to combine with a view to organise a volunteer militia as a precautionary measure against any emergency. So long as it is the Self-Government Society's opinion to maintain peace, no matter how the people of Heungshan may be in dealing with us, we must not fail to take the necessary steps to deal with them in a "civilised manner."

"(Sd.), CHAN KEE KIM and others of the Canton Self-Government Society."

PRINCE ITO.

ARRIVAL AT PORT ARTHUR.

Prince Ito arrived at Port Arthur at 11 a.m. on the 26th instant. A large crowd of officials, Japanese and Chinese, children assembled at the station to welcome His Excellency. The Prince took up his quarters at the Yamato Hotel. After luncheon he visited the Civil Administration Office, the Naval Station, the Harbour Office, and the museum of war relics. In the evening he was given a reception by officials and private Japanese residents. His Excellency leaves Port Arthur by the 7:40 a.m. train to-day, the 22nd instant, for Mukden.

On the evening of the 19th instant, a reception was given to Prince Ito at Dairen jointly by Japanese and foreign residents and Chinese. There were present over 300 gentlemen of various nationalities.

In a speech Prince Ito said that he had long desired to visit Manchuria, but had had no time to spare to gratify his wish. Now he had a little leisure and undertook the journey with the Imperial sanction. Having arrived only the previous day, he had nothing to say which would be of value to his hearers. On the contrary he wished to hear the valuable opinions of those who were present. He would, however, say a few words about his feelings regarding Manchuria. Peace in the Far East was an important matter for Japan, whose duty it was to maintain it. It was therefore of primary importance for the Japanese authorities in Manchuria to promote all undertakings and act in strict observance of the principle of "the open door and equal opportunity" and Japanese residents in Manchuria should respect that principle and always maintain friendly and amicable relations with the Chinese and Russians. The Japanese Government and people warmly desired the success of the progressive policy now pursued by the Chinese Government, and they hoped, if it was impossible to render direct assistance to the Chinese Government in this matter, that they might be allowed to give indirect assistance. He urged the Chinese in Manchuria to maintain their friendship with the Japanese and to promote their mutual interests in the enjoyment of the benefits of civilisation. In his opinion, the interests of Russia in this part of the world did not conflict with those of Japan. By the promotion of their respective interests the development of this district would be enhanced and the benefits of material civilisation would be bestowed on the Chinese. In chief, the peace and development of Manchuria could only be assured by the co-operation of Chinese, Japanese, Russians, and other foreigners who had interests in the territory and the peaceful development so made would contribute not a little towards the preservation of peace in the Far East.—*Japan Chronicle*.

MEETING WITH RUSSIAN OFFICIALS.

ARRANGED.

Tokyo newspapers insist in investing with political significance the trip of Prince Ito to Manchuria, and it is evident that the man in the street is determined to believe that the venerable statesman's journey is directly connected with railway problems, namely, the now much-talked-of Chinchow-Taitshar road and the future of the South-Manchuria and the East-Chinese lines. One thing appears certain, remarks the *Japan Mail*, namely, that there is to be a general meeting of Russian and Japanese high officials in Harbin, and that the meeting will synchronise with Prince Ito's presence there. Thus Japan has arranged for the presence of Mr. Koke, Consul-General at Mukden, and Mr. Kawakami, Consul-General at Harbin, and on her side, has instructed her representative in Peking to visit Harbin, and wired to the President of the East-Chinese Railway also to repair thither. Of course, St. Petersburg may be making these arrangements merely in connection with the coming of the Minister of Finance, but the public naturally declines to believe in so many mere coincidences. For our own part we think that there is ample reason for the Finance Minister's visit to Harbin and Vladivostok without ascribing to it such profound significance as some of our contemporaries are disposed to do. At any rate, we anticipate only a beneficial result. A meeting between Prince Ito and a Russian Minister of State in Harbin must have a good effect on the relations between the two Powers, and at all events there will be no margin into which mystery mongers can read sinister forecasts. It may also help to disabuse Russian local officials of the idea that every Japanese subject travelling in Manchuria is a soldier in disguise.

It has been decided by the Chinese Government to purchase men-of-war from foreign countries.

DESTRUCTION IN SUNNING.

OFFICIAL REPORTS.

[From Our Own Correspondent.]

Canton, 25th October.

Official reports have now reached Canton from several districts on the damage sustained by the recent typhoon. It is learnt that about twenty buildings collapsed in the trade mart of Kung Yick Fan, and about three hundred in the district of Sunning. The number of lives lost and injured in the district, so far as it has been possible to ascertain, is believed to be quite one hundred, but the casualty list is still incomplete. In the district of Tung On, all the plains were inundated, and in some places the water rose to a level of over ten feet. A great number of houses either collapsed or sustained damage. Many bridges were destroyed, especially the big Wing Fung bridge in the district city. All paddy fields were submerged and numerous sufferers are now awaiting relief. In Tang Lung Chow, in the district of Heungshan, the embankments were broken in many places, and many lives lost by the inundation. The sufferers are now left homeless. The fishing fleets suffered most. In the district of Yung Ping most places were badly flooded and some buildings in the low lands were washed away. The newly founded Heungchow city, near Macao, also suffered great damage during the recent typhoon; all the markets of the workmen were blown down and some buildings which were in course of construction collapsed. Following these reports of the disaster, letters have been received from the affected districts by the Canton officials and the Central Relief Committee asking for assistance to relieve the poor sufferers. During the past few days the Relief Committee in Canton has been busily engaged in the work of preparing foodstuffs and provisions to be sent by launch one after another to the flooded districts for the relief of the unfortunate victims.

The steamer *Robert Libaudy*, on her way to Wuchow, rescued four persons from a sampan in Samshui, which had capsized during the typhoon on the 20th instant.

INTERPORT CRICKET.

THE SHANGHAI TEAM COMPLETED.

The selection committee of the Shanghai Cricket Club met on Saturday evening and made the final selections for the Interport team, which is to visit Hongkong, leaving here by the steamer *Montague* on November 15 next. The remaining places were filled by the selection of W. E. Wilson, P. Lambie, T. Main and H. Middleton. Of the four, Middleton and Wilson are new to interport honours, but both and Lambie took part in the game played in Hongkong in 1902. On that occasion Lambie scored 13 and 0 for twice out, but Main and the unsuitable. The team is now being put through a series of practice matches, and will leave for Hongkong on the 15th inst. The team is now being put through a series of practice matches, and will leave for Hongkong on the 15th inst.

The team as now selected constitutes the following:—R. N. Anderson, G. M. Billings, O. G. Humphreys, A. E. Lanning, V. H. Lanning, W. H. Mould, O. D. Rasmussen, L. Walker, W. E. Wilson, P. Lambie, T. Main, and H. Middleton.

On the whole, the team is a good one, though not thoroughly representative of Shanghai, for Captain E. I. M. Barrett and A. G. H. Orr, two of the best players in the Settlements, are unable to get away. In bowling the team will be strong, having a particularly good quartette in V. H. Lanning, O. D. Rasmussen, W. E. Wilson and T. Main. All excepting Main have been bowling very well this season; Main has, however, well also, but his season has not been so successful as the others. The batting is not particularly strong though Mould and Anderson have already indicated that they are both in form. A. E. Lanning will probably do well with the bat, but of the rest of the team one cannot expect a great deal. Hongkong will have a strong eleven and will be in a position to put their best men in the field, consequently the Southern Colony should stand the better chance of winning. However, the best wishes will accompany the Shanghai team, and all residents will hope it will bring back another Hongkong flag.—*Shanghai Times*.

VICTORIA RECREATION CLUB.

FORTHCOMING REGATTA.

The crews for the Chairman's Challenge Cup of the V. R. C. regatta were drawn last Wednesday night at the Club-house. There are altogether six crews which will be captained by the following gentlemen: Messrs. C. A. C. Rodrigues, H. Rapp, J. A. S. Alves, L. A. Mousso, A. E. S. Alves, and L. E. Lammer. The race will probably be rowed in heats. It was decided that each crew should get their own crew. All the crews have been started for a row in for Mr. W. R. C. Regatta, with the exception of Mr. Rodrigues who is a new hand at it. Still it will be remembered that the first time he stroked a crew was in the Griffin's Race last year at the Hongkong Regatta, when his crew was composed of inexperienced men, yet they put in a grand race and won easily. Mr. Rodrigues' crew for the forthcoming meeting should do well. The lightest of the six crews is that represented by Mr. J. A. S. Alves.

The crews for the Chairman's Challenge Cup are:

1.—C. A. C. Rodrigues	Stroke
A. V. Barros	3
A. V. Barros	2
A. V. Barros	1
2.—H. Rapp	Stroke
F. L. da Rosa	3
J. M. C. Lopes	2
R. Gafuati	1
3.—J. A. S. Alves	Stroke
A. H. Carroll	3
J. M. Rosa Pereira	2
A. R. Ellis	1
4.—L. A. Mousso	Stroke
R. Bell	3
H. S. Jephson	2
E. Calvario	1
5.—A. E. S. Alves	Stroke
A. A. Carvalho	3
R. A. Carvalho	2
M. A. R. Souza	1
6.—L. E. Lammer	Stroke
A. J. Mackie	3
F. K. Tata	2
F. Lellao	1
Reserves—G. Bonji, A. S. Ellis, C. M. S. Alves, P. P. Eca da Silva, A. Lopes and Tannok	

ROWING.

Yesterday was the first day of training for the V. R. C. Chairman's Challenge Cup, and soon after 5 o'clock the Club-house was filled with rowers all anxiously waiting to go out for a pull. Many crews went out. It was said that not less than five were training for the above event. This race will be worth watching when the time comes, as all the entrants are going hard at it and should do well.

MINISTERING CHILDREN'S LEAGUE.

THE FORTHCOMING BAZAAR.

An excellent programme has been drawn up in connection with the bazaar and fancy sale to be held to-morrow afternoon on the Volunteer Parade Ground under the auspices of the local branch of the Ministering Children's League. Some of the variety entertainments are—"Tin Tan Tales" by the Misses Iris and Dione May; a musical by Miss Stella Jupp and Miss Angela Orniston; a song by Miss Ella Rows; and a dance by Miss Vere David. The above items commence at 4 o'clock, at the conclusion of which a troop from the North will occupy the stage. At 6:15 p.m. a concert force entitled "A Pair of Lunatics" will be played by Mrs. Worthington and Captain Baird, which should prove a big draw.

It is to be hoped there will be a good attendance in aid of the deserving institution.

LORD KITCHENER'S TOUR.

VISIT TO NEWCHANG AND PORT ARTHUR.

Port Arthur, October 23rd. Lord Kitchener arrived at Newchwang yesterday at 10.30 a.m., and was received by Japanese officers, the British Military Attaché and Consul, and the leading residents. Lord Kitchener left by a Japanese special train, provided by the Japanese authorities, at 2 p.m. for Port Arthur, leaving at 4 p.m. The Japanese staff officers who are to be attached to Lord Kitchener's suite gave an official reception on the arrival of the train at Port Arthur at 8 p.m.

To-day Lord Kitchener visits the perimeter forts, where many thousands of lives were lost during the attacks on the fortresses.

To-night Lord Kitchener dines with the Governor of Port Arthur, who will hold a reception after dinner.

Lord Kitchener and his party are staying at the Yamato Hotel, as guests of the Japanese Government, and the preparations for their reception and comfort have been most carefully carried out.—*N.C.D. News*.

FESTIVITIES AT PORT ARTHUR.

Tientsin, October 23rd.

During their stay at Port Arthur, Lord Kitchener and his party were the guests of the Japanese Government at the Yamato Hotel, where a guard of honour was in attendance.

On Saturday, after visiting the forts Lord Kitchener attended a dinner given by the Governor of Port Arthur. The Governor held a reception in honour of his guests after dinner. Mutual toasts of "Our Respective Rulers" were received with Japanese bands, led by Lord Kitchener, after a short speech alluding to his hopes of the continuance of the Anglo-Japanese Alliance.

On Sunday 20th Metre Hill was visited, and here Japanese officers explained the nature of the attacks made on this position. Lord Kitchener was much interested. The party was photographed on the summit of the hill.

Later in the day Lord Kitchener visited the War Museum, where he was shown mines, hand-grenades, and relics of the siege of all kinds.

CANTON DAY BY DAY.

PRATAS ISLAND.

[From Our Own Correspondent.]

Canton, 22nd October.

The long pending question of the Pratas Island having been settled by the payment of a sum of \$150,000 to the Japanese settlers on the land, H. E. Viceroy Yuan Shu Hsun has given instructions to expectant prefect, Teal Hong, and Captain Wong Yan Tong to proceed on board the gunboat *Po Pile* to the islands in question for the purpose of taking over charge of them as within Chinese territorial waters as set forth in the agreement.

The collection of Likin dues in Canton during the last ten days of the 8th moon as reported to the Viceroy by the Likin officials amounted to 12,377 6/8 c. taels.

RESUMPTION OF DUTIES.

Taotai Chan Mong Tsang, who has been acting at Provincial Judge pending the arrival of Chiu Pui Yiu, will resume charge as Taotai for the Development of Native Industries on the 25th instant.

26th October.

TYPHOON DAMAGE.

Further official reports have been received at Canton on the extent of the damage done by the typhoon. The reports state that the number of lives have been lost in each of the above named districts, and many houses have collapsed as the result of the disastrous floods. Letters have been received from all the flooded districts by the Central Relief Committee appealing for assistance. The Relief Committee accordingly arranged a meeting to take place to-morrow to discuss the best methods for raising funds for the relief of the sufferers by the recent disaster.

A steam launch, the *Wing To*, towing six cargo boats all fully laden with indigo, about five thousand buckets in all, encountered the typhoon on the 20th instant at a place called Hou Lik. Five of the cargo boats foundered and all their cargo was lost; two men were drowned.

CLAN FIGHT.

A serious clan fight has occurred in the Pan Yu district between the clans runnamed Wong and Ng. It is reported that a number of persons have been killed in the melee. The Pan Yu magistrate by order of the Viceroy has proceeded to restore order.

27th October.

MR. FAIRBANKS IN CANTON. Mr. Fairbanks, the service-president of the United States of America, arrived here the other day, and accompanied by the American Consul-General at Canton, he called on H. E. Viceroy Yuan Shu Hsun, who received the distinguished visitor at 10 o'clock this morning. H. E. Yuan has visited Mr. Fairbanks to luncheon at noon to-morrow and there will be also present the Foreign Consuls at Canton as well as the Japanese Consul. Admiral Li Chun Wang and Commander-in-Chief of the Kwangtung Land Force, Chun Ping Chik. At 2.30 this afternoon, at the invitation of the Canton Young Men's Christian Association, the distinguished American visitor delivered a lecture in the Canton Medical College; there was a large attendance.

STREETS INUNDATED.

In consequence of heavy rain yesterday, many streets in the western suburb of the city were under water for some time in the morning. On account of the excessive rain, a shop, No. 10 Lok On street, in the vicinity of Yau Lan Moon, collapsed at 11.35 p.m. yesterday. Two men were killed and a number of others were seriously injured. The water was promptly removed by the people in the neighbourhood who were recovering the two unfortunate victims. One of them was already dead and the other in a serious condition when

extricated. There is little hope that the latter will live.

OPIMUM.

From the 1st day of the 9th moon the Canton Prepared Opium Company has increased the price on prepared opium by four candareens per tael.

FLOODS.

Telegrams have been received from the districts of Weichow, Tang Shing, Tung Kun and Kwei Shih reporting that floods have occurred in these places after the typhoon of the 20th inst. The dispatches appeal for assistance to relieve the sufferers by the Shan How Kuk and the Central Relief Committee. From the present outlook of affairs it appears that the districts along the West River suffered most from the floods after the typhoon.

RAILWAY ACCIDENT.

On the 25th instant at Wengshan, two men had their hands and legs badly injured by an incoming train approaching the station. The men are now under medical treatment by the Canton Red Cross Society.

28th October.

MR. FAIRBANKS IN CANTON. At 8 o'clock this morning H. E. Yuan Shu Hsun personally proceeded to the Shamshui to return the official call of the service-President of the United States of America, Mr. Fairbanks, at the American Consulate-General. At noon to-day the distinguished American visitor, accompanied by the American Consul-General, Hon. Leo Bergholtz, was entertained at luncheon at the Viceroy's Yamen.

PRATAS ISLAND.

Expectant prefect Teal Hong and Captain Wong Yan Tong have been instructed by the Viceroy to act as representatives of the Chinese Government, to proceed to the Pratas Island to take possession of the properties on the land from the Japanese. The Viceroy has, accordingly, given authority to Shan-hon-chu to appropriate a sum of \$150,000 (Cantonese dollars) from the Canton Provincial Government Treasury to be paid to the Japanese Consul at Canton on the return of the two officials from the Pratas Islands.

MILITARY VISITOR.

The Ministry of War at Peking has sent a telegraphic dispatch to the Canton Viceroy informing him that about the middle of the 10th moon a high Austrian Military Officer will arrive at Canton on a tour to review the provincial troops and the land forces in Kwangtung. The dispatch instructed the Viceroy to receive the foreign visitor with the honour due to his rank and to accord him all adequate facilities in his mission. The Viceroy is required to report the date of the visitor's arrival at and departure from Canton for the information of the Ministry.

FLOODS ABATED.

The Canton Central Relief Committee has hired the steam-launch *Kwong Loi* to carry a large quantity of rice and other provisions to the districts of Ko Yui, Tung On, and Shek Lung for distribution to the flood sufferers. A telegram has been received from Sunning by the Central Relief Committee informing that body that the flood there has already abated and the place has returned to its normal aspect. The villagers have returned to their houses and settled comfortably as before, so the supply of rice from Canton is not now necessary.

LIKIN COLLECTIONS.

The collection of Likin dues in Canton during the first ten days of the 9th moon as reported by the Likin officials to the Viceroy amounted to 49,359 1/3 taels.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:

Business has been dull during the week under review with no changes of any importance to report. The Rubber market has also been quiet and stocks have received very little attention.

Banks.—Hongkong and Shanghai Banks have ruled quiet with a few small sales at \$95. The London price has been steady at 291. National remittance.—Canton continues weak and are on offer at \$163 1/2, ex the dividend of \$10 per share paid on the 22nd inst. North China has declined to \$15.10, at which rate they are quiet in the North. Sales of Unions have been effected at \$8 3/4 closing with sellers. Yangtze are quiet at \$32 3/4.

Fire Insurance.—China Fires can be placed at \$114. Hongkong Fires have receded to \$375 at which rate they can probably be placed.

Shipping.—China Steam Navigation and Douglas are quiet and without business to report. Hongkong, Canton and Macao Steamboats are offering at \$31 without inducing buyers. Indo-China are firmer and inquired for at \$60. In Shanghai there are buyers at \$71.4. Shell Transports are in demand at \$71.6.

Refineries.—China Sugars have risen to \$148, owing to an unsatisfied demand, and at the close buyers prevail at the rate. Lusa are unchanged. Perak Sugars have been sold in the North at \$135. It is announced that the Directors of this Company have decided to pay a dividend of \$10 per share for the year ended 31st August, 1900.

Mining.—Chinese Engineerings are obtainable at \$20. The Directors of this Company have declared a final dividend of 1/6 per share, making in all 3/4 per share for the year 1900. This dividend is payable about the 1st November on Coupon No. 13. Rubbers are again on offer at \$8.

Docks, Wharves and Godowns.—Sales of Kowloon Wharfs have been effected at \$53, closing with further sellers at \$53. There are sellers of Whampoa Docks at \$55. Shanghai Docks have been sold at \$74 and \$75, and more can probably be placed at the rate. Hongkong Wharfs continue to decline and there are sellers at \$130.

Land, Hotels and Buildings.—There are sellers of Hongkong Lands at \$104. Humphreys Estates are offering at \$9. There are no changes to report in other stocks under this heading. Cotton Mills.—Hongkong Cottons have changed hands at \$6, and more are required for the rate. Erwo have been sold during the week at \$150 but now have buyers at \$154. According to later mail advices from the North changes in other Northern Mills are as follows:—Internationals \$12.02. Lau Kung Mow \$11.20. Soy Chee \$11.40. Miscellaneous.—China Light and Power have been sold and have further buyers at \$98. China Provision have found buyers at \$98 and more are wanted. Green Island Cements have declined to \$7 at which they are wanted. Hongkong Irons can be had at \$180. Langkate have suffered a further decline to \$15.37 1/2, at which rate they have been sold. Sumatras dropped to \$10.10, but are slightly firmer at the close with buyers at \$10.3.

Rubbers.—According to telegraphic information the price of Rubber has gone up, has improved in the Anglo-Malay market, and steady at \$15. Belagunas have weakened to \$67 1/2 with sellers. Domanans are in demand at \$75 and Golodons at \$46. Kuala Lumpur have improved to \$77 1/2. Bagallies are wanted at the slightly reduced rate of \$25 (S'pore). Ledbury have been sold in at \$77 1/2.

Exchange.—The Banks selling rate on London is 1/84 on demand. The T/T rate on Shanghai is 74 1/2.

Dividends Payable.—Kuala Lumpur dividend of 4/6 for 1900. Anglo-Malay, second interim of 15 1/2 for 1900.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—November Settlement 20th November. December 29th December.

YARN MARKET.

Our last report was dated the 15th instant per a. Himalaya, since when the market, being the final portion of the interval contained quiet when small sales have been effected at various rates, buyers holding entirely aloof. Subsequently owing to this unwillingness on the part of dealers to continue operations one or two large importers conceded a little in price to induce business with the result that a fairly large quantity of yarn both spot cargo and to arrive, changed hands principally in the favourite desirable spinnings of No. 10s and 12s. We mention that these purchases were chiefly made by one or two large native speculators. The market in India continues very strong and some of our large importers have made purchases there for the Far Eastern markets at advancing prices. Nevertheless, the tone of our market at the close is somewhat easier.

No. 6s.—Trifling sales at quotations owing to absence of country orders.

No. 8s.—In good request and a fair business has been put through at firmer rates.

No. 10s and 12s.—Continued strong demand and considerable sales have been made especially in No

The railway wharves at Lok-to-ha and at Tai-po were destroyed in the recent typhoon.

His Excellency the Governor proceeded on a visit to Tai-po, New Territories, last Saturday.

His Excellency the Governor has gone into residence at Government House for the winter.

The Viceroy of Fukien has reported to the Government of his intention to raise a public loan of Tls. 5,000,000.

Two men were fined \$50 and \$25, respectively, at the Magistrate's last Saturday for having in their possession offensive weapons.

Mr. Eitaki, Consul-General at Shanghai, who has been transferred to the corresponding post in Okinawa, left Tokyo on the 12th instant for Okinawa.

The registration of a memorial of re-entry by the Crown of New Kowloon Survey District 1, Lot No. 521, on the 8th December, 1908, has been cancelled.

His Excellency the Governor has given his assent to the Ordinance No. 10 of 1909, an Ordinance to amend the Liquors Ordinance, 1909.

Three Chinese were each fined \$50 at the Magistrate's last Saturday for keeping a gaming house and twenty-one others were each mulcted in the sum of \$3 for taking part in the gambling.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 16th inst. amounted to 27,413.19 tons and the sales during the period to 24,045.77 tons.

After consultation with the Imperial Residents in Lhasa the Peking Government has decided to create the post of a Commissioner of Education and a Commissioner of Foreign Affairs in Tibet.

Messrs. F. W. Barker and Co. of Singapore, have received a telegram from the head office of Lanadon Rubber Estates, Ltd., advising them that the directors, at a board meeting held on the 19th inst., have declared an interim dividend of 10 per cent. payable to shareholders on the 10th of November, 1909.

A Tokyo despatch of 21st inst. says:—Sixty Chinese under the leadership of two policemen, invaded a workmen's lodge near Chien-shih-tsun, on the Antung-Mukden railway line. They surrounded the few Japanese sentinels. The latter fired their rifles to disperse the Chinese. Two Japanese and two Chinese were injured.

It is stated that now that the naval stations have been decided upon by the Navy Commissioners, operations for construction will begin immediately after the Commissioners return from their mission abroad. It has been decided that where railways are wanted for these stations, lines will be constructed at Government expense, and surveys of routes have been ordered to be made for this purpose.

With reference to the recent report that the foreign Powers proposed to appoint delegates to China for the purpose of exercising financial supervision, a Chinese dispatch says that the Government has received the intelligence with much concern and has, therefore, telegraphed to order the Chinese Ministers accredited abroad to discover where the report originated and to reply by cable.

The wedding of Mr. H. Schroeder, of the Tong-shan Cement Works, with Miss Salotti was celebrated at the Russian Consulate, Tientsin, on the 18th inst. The bride had just arrived that morning from Denmark via Siberia. In connection with the happy event, says the *P. & T. Times*, Count and Countess Alshild held a tiffin in the Astor House Hotel, when covers were laid for twenty guests.

Captain C. W. Gordon has been appointed adjutant of the 3rd Northumberland Fusiliers, of which his father was formerly inspecting officer. He joined his father's old regiment—1st West Yorkshires—in 1896, and served with the corps in Hongkong, Singapore, and Bombay. He also did duty with the Chinese Regiment in Wei-hai-wei, and in 1902 was specially promoted to a company in the Northumberland Fusiliers.

It is reported in the native Press that the Wai-wu-wu has lately been in close communication with the Chinese representatives Wu Ting-fang and Chang Yin-lan, Ministers and Minister-delegate to America, respectively, in regard to affairs between China and America. It is believed, says our contemporary, that the communications have reference to the latter country's desire to assist in preserving the open door in China.

On the night of the 14th instant there was a disastrous fire in San Francisco in which a number of persons were injured. The Japanese cruiser *Yuzumo* and an Italian warship in the harbour, each offered to land a party of men, but the flames were extinguished before they could be of service. The chief commander of the fire brigades expressed high appreciation of the offer of the Japanese, and the newspapers and citizens have warmly endorsed his remarks.

It is stated that the Chinese Chamber of Commerce at Peking, Kiang-tung, has telegraphed to the Ministry of Agriculture, Industry and Commerce, requesting that it should adopt a strong attitude in regard to the boundaries of territorial waters near Annam, in the south, in order to protect the fisheries on the coast of Lien-choufu, Chiao-choufu, Kuang-choufu and Aichoufu. On receipt of this telegram, the Ministry referred the matter to the Viceroy in Canton for his consideration.

The troopship *Rewa* has left Southampton with troops on board for the 3rd Battalion Middlesex Regiment, Singapore, and the 2nd Battalion East Kent Regiment, Hongkong. The *Rewa* also takes drafts for Gibraltar, Malta, Egypt, and Ceylon. She will reach Singapore on the 29th, Hongkong on Nov. 4, and, resuming her homeward voyage, will call again at Singapore on Nov. 23, and will arrive at Southampton on Dec. 21. She will ship various details at Hongkong and Singapore, including those from the North China Command.

The Governor has ordered that the two existing Government mortuaries at West Point, Victoria, and Yaumati, Kowloon, respectively, be set apart for the reception of dead bodies for post mortem examinations and has appointed Dr. E. A. Shaw, R. N., and Dr. J. C. Thomson to be Medical Officers in Victoria, and Dr. W. W. Pearce and Dr. J. W. Hartley to be Medical Officers at Kowloon. Dr. W. W. Pearce and Dr. J. W. Hartley have also been appointed Medical Officers at Kowloon, for the purpose of instituting inquiries with a view to ascertaining the true cause of death of any person who has not been attended during his last illness by a registered Medical practitioner and of reporting thereon to the Head of the Sanitary Department or to a Registrar of Deaths.

Mr. E. R. Hallifax returned from leave last Wednesday and took his seat as First Magistrate in the Police Court on Thursday.

It is stated that Prince Tsai Hsin intends to send delegates to France to purchase some airships and also to study their construction.

The Admiralty announced the appointment of Surgeon C. H. Dawe to the *Widgeon*, and Surgeon A. B. Cox to the *Britannia*, undated.

Owing to his many enemies in the Government, ex-Viceroy Tsen Chuan-hui has declined to accept office on the plea of illness.

Mr. Tiao Ju-lin, Acting Councillor in the Waiwupu, has been dispatched to Manchuria to arrange a settlement of pending questions there.

Major H. de T. Phillips, R.G.A., in command of the Hongkong Singapore Battalion, R.G.A., receives early promotion to his lieutenant-colonelcy.

The Waiwupu, it is said, is experiencing great perplexity as the foreign diplomatic representatives in Peking have raised side issues in the Yuet-Han Railway Loan question.

The Honourable Mr. W. Rees Davies, K.C., Attorney General, took the oaths of office as acting Chief Justice before His Excellency the Governor last Wednesday morning.

Fines of \$10 each were imposed on two Chinese from Aberdeen at the Magistrate's this morning for being in possession of 55 lbs. of dynamite. The fines were not paid.

Vice-Admiral Sir Hedworth Lambton, K.C.B., Commander of the China Squadron, was received in audience by the Emperor of Japan and took tiffin at the Palace on the 22nd inst.

It is reported that a proposal to increase the Civil List of the Imperial House by ¥1,000,000 from next year was privately approved by his Majesty the Emperor of Japan on the 8th inst.

A CHINAMAN was awarded six months' hard labour and six hours' stocks in the Police Court last Saturday for snatching a gold ear-pick and a silver hair-pin from the person of a Chinese woman.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 10 of 1909, entitled an ordinance to regulate the construction and management of railways.

Sir Francis Piggott, Chief Justice of Hongkong, occupied a seat on the Bench of H. M. Supreme Court, Shanghai, with Sir Havilland de Saumarez, on the 18th inst.

A YOUNG Chinese girl appeared in the Police Court last Monday for attempting to commit suicide by throwing herself into the sea at Mong-kok-tui. She was discharged.

H.E. GENERAL Sir Joachim Machado, the Macao Delimitation Commissioner, in company with Captains D. Cinatti and J. M. R. Norton, left for Macao by the Portuguese gunboat *Patia* last Sunday in the forenoon.

The death is reported of General Viscount Ogawa, the great strategist who was Chief of Staff with the 1st Japanese army during the Russo-Japanese War and was severely wounded at the Battle of Siao-yang.

CAPTAIN L. Rosinsky, of the North German Lloyd s.s. *Kohlschlag*, employed in the East Asia coasting service, has received from the English Board of Trade a silver tea-pot, suitably inscribed, in recognition of the help rendered to the shipwrecked crew of the *Charterhouse*.

The case in which a ticket-collector of the Star Ferry Company, Limited, is charged with an alleged attempt to defraud a Corporal Whisks of a ticket again came on in the Police Court this morning and was further adjourned. Mr. W. E. L. Sheuton (of Messrs. Deacon, Looker and Deacon) appeared for the prosecution.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Hospital Sunday.
St. John's Cathedral.....\$251.51
Union Church.....124.63
Wesleyan Chinese Church.....40.90
St. Paul's College Chapel.....6.29

ACCORDING to a Chinese dispatch the Navy Commissioners have decided that an initial fund of Tls. 1,500,000 should be appropriated for construction of naval stations, schools and armories. Three cruises, first, second and third class respectively, two training ships, two torpedo-boats and one gun-boat will be ordered; these would require the sum of Tls. 16,000,000, to be expended in four years. In addition to this, an annual fund of Tls. 2,000,000 would be necessary and the Commissioners have asked that the Ministry of Finance be ordered to provide these amounts. The Ministry has replied to the Throne that in spite of all its efforts it has not been able to raise the necessary amount in full, and it asks that the Commissioners be commended to reduce their demands as much as circumstances permit. The Ministry and the provinces together have only been able to raise about Tls. 16,000,000 for the initial outlay.

THE *Manila Times*, of 16th inst., reports:—Three tons of opium were found on the *Water-wagon*, one of the harbour launches, last evening by the internal revenue officers, and this morning the launch was seized by the customs authorities. The patron and engineer of the launch got hold of some opium from the crew of the British steamer *Aldenhams*, which is now discharging Australian cargo in port, but they were caught with the goods before being able to sell it. This morning a thorough search of the launch was made after it had been seized by the customs agents under the direction of Chief Lawler of the customs secret service. Captain George of the *Aldenhams* was an onlooker while the search was being made, and he said that his ship had been searched at every Australian port by the customs authorities of that country, but that no opium had been found. "They are crafty in hiding the drug," said Captain George, speaking of the Chinese, "even going so far as to saw out boarding along the partitions and making spaces just large enough to put the tin of the drug inside. Another thing that they do is to make openings in the partitions of the cabins behind mirrors and in other spots not ordinarily visible, and after attaching strings to the case of opium, lower them down between the partitions. Then the openings are boarded up with cigar-box wood, and painted over."

The whole crew of the *Water-wagon* were placed under arrest by the detectives, and the launch was thoroughly searched for the drug. This opium which was unloaded by the crew of the *Aldenhams* had been on the ship for many weeks, at least one round-trip to Australia, and was so cleverly hidden that all officers who had searched for the drug at different ports of call had been unable to find it.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$25,000,000	\$2,007,819	Interim of £2 for account 1909 @ ex 1/6 = \$22.72	4 %	\$205 sellers London £91
National Bank of China, Limited	99,925	£7	£6	\$4,000 \$30,000	\$30,552	\$2 (London 3/6) for 1903	...	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$24,183 \$303,791 \$135,000 Tls. 150,000 Tls. 307,747 Tls. 218,777 \$2,000,000	none	\$10 for 1908	7 1/2 %	\$162 1/2 or 2/16
North China Insurance Company, Limited	10,000	£11	£5	Tls. 150,000 Tls. 307,747 Tls. 218,777 \$2,000,000	Tls. 160,513	Interim of 7/6 for 1908	5 1/2 %	Tls. 103
Union Insurance Society of Canton, Limited	10,400	\$250	\$100	\$1,500,000 \$109,348 \$105,349 \$882,505 \$1,000,000 \$24,405 \$190,064	\$1,454,921	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$845 1/2 sellers
Wangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$24,405 \$190,064	\$707,837	\$12 and bonus \$3 for 1907	7 1/2 %	\$233 1/2 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$18,668 \$13,805	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$124 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$1,414,173	\$168,711	\$27 for 1907	8 %	\$375
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$1,035	\$1 for 1906	...	\$8 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000 \$20,000 \$20,000	Nil.	\$1 for year ending 30.6.1908	7 %	\$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$12,000 \$617,500 \$119,267 \$22,645	\$21,179	Interim of \$1 1/2 for account 1909	7 1/2 %	\$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£10,000 £10,000 £10,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/6 11/16 = \$3.154	...	\$60 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	£5	£5	£10,000 £10,000 £10,000	£13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909	...	7 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£10,000 £10,000 £10,000	£61,817	\$1.00 for year ending 10.4.1909	4 %	\$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$48,968	\$1,121	\$0.50 for year ending 10.4.1909	3 1/2 %	\$14
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$300,000 \$58,848	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$148 buyers
Yunnan Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 Tls. 100,000	Dr. \$135,893 Tls. 9,173	\$5 for 1897 Tls. 3 1/2 for year ending 31.8.08	...	\$23 Tls. 335 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £12,289	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7 %	Tls. 20 sellers
Raub Australasian Gold Mining Company, Limited	150,000	£1	£1	£10,000 £4,873	Dr. £4,191	No. 12 of 1/- = 48 cents	...	\$8 sellers
DOCKS, WHARVES & GODOWNS.								
Wharves & Godowns Co., Ltd.	10,000	\$15	\$25	\$150,000 \$150,000 \$150,000	Dr. \$7,411	\$1.75 for year ending 31.12.06	...	\$11
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$26,806 \$200,000	\$80,108	None	...	\$63 1/2 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$22,442 \$22,000	\$345,162	Interim of \$1 1/2 for account 1909	12 1/2 %	\$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000 Tls. 697,857 Tls. 50,000 Tls. 123,000	Tls. 6,261	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 %	Tls. 7 1/2 sales
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000 Tls. 697,857 Tls. 123,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 %	Tls. 139 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 \$5,181 \$10	Tls. 4,134	Tls. 6 for year ending 29.2.09	3 1/2 %	Tls. 105 buyers
Central Stores, Limited	10,000	\$15	\$15	\$150,000 \$150,000 \$150,000	\$24,615	\$1.20 on old and 60 cents on first new issue	...	\$71 buyers
Hongkong Hotel Company, Limited	8,000	\$10	\$10	\$80,000 \$648,975 \$24,018	\$19,372	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$43 1/2 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$22,272 \$48,861	\$26,475	Interim of 3 1/2 for account 1909	6 1/2 %	\$94 buyers
Temple's Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$48,861	\$5,486	60 cents for 1908	6 1/2 %	\$9 sellers
Cowles Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 none	\$398	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 1,531,045 Tls. 300,000 none	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 none	\$1,068	Interim of \$2 for account 1909	8 1/2 %	\$43 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 Tls. 45,939 \$30,000	Tls. 8,880	Tls. 5 for year ended 31.10.1908	3 1/2 %	Tls. 149 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$30,000	\$9,553	50 cents for year ending 31.7.08	6 %	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 92
Loan-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 112
Loan-kuang-mow Cotton Spinning & Weaving Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 1,000,000 Tls. 31,172	Tls. 15,911	Tls. 50 for 1906	...	Tls. 460
MISCELLANEOUS.								
Shell's Asbestos Eastern Agency, Limited	8,604	12/8	12/8	\$1,500,000 £1,500	£4,648	15 % per share for 1908	9 %	\$10
China-Borneo Agency, Limited	60,000	\$10	\$10	\$600,000 \$40,000	£1,111	\$1.20 or 1908	...	\$13 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000 \$10,000	\$61,138	50 cents for year ended 28.2.06	...	\$5 1/2 sa. and b.
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000 \$10,000	\$61,138	80 cents for 1908	8 1/2 %	\$9 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$100,000 \$1,407	\$1,407	\$1.20 for year ending 31.7.09	7 1/2 %	\$16 1/2 ex div. b.
Jelly Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$8,000	\$48	Interim of 35 cents for account 1909	10 %	\$7 sa. and b.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$18,000	\$3,751	80 cents for year ending 31.12.08	8 %	\$12
Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$5,000	\$70	\$1 and bonus 20 cents for year ending 29.2.09	6 %	\$180 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 none	\$1,195	Interim of \$2 for account 1909	10 %	\$23 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$10,000	\$7,616	Interim of \$1 for account 1909	8 1/2 %	\$13 1/2
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$30,000 \$8,790	\$8,790	Third quarterly of Tls. 12 1/2 for account 1909	7 %	Tls. 757 1/2 b.
Manichappi, tot Mij, Bosch en Landbouw- planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 2,500,000 Tls. 517,500 Tls. 51,714	Tls. 316,124	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$13 1/2
Yak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$10,000	\$1,204	\$1 paid shares for year ending 30.4.09	3 %	\$9
Hillipina Company, Limited	75,000	\$10	\$10	none	Pa. 18,540	None	...	\$9
Shanghai-Sumatra Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	Tls. 24,830 Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 105 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,002	None	7 %	\$23 buyers
Team Laundry Company, Limited	80,000	\$5	\$5	none	\$236	40 cents for year ending 31.5.08	...	\$5 1/2
Yale Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	5 %	\$104 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$40,000	\$344	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$124 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$35,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$8 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid).	1,500,000	1/-	1/-	none	none	Interim of 12 1/2 % for account 1909	...	15/- buyers
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$7,400	\$11,305	25 % for year ending 31.3.09	...	\$67 1/2 sellers
Cassidale Rubber Estate, Limited	32,650	\$10	\$10	none	none	None	...	\$70
Danastan (Selangor) Rubber Co.	110,000	\$10	\$10	none	\$2,220	Final 9 % making 12 % for 1909	...	7 1/2 buyers
Goldenda Malay Rubber Co.	80,000	\$10	\$10	none	none	None	...	\$46
Highland & Lowland Para. Rubber Co., (fully paid).	121,454	\$10	\$10	none	none	15 % for year ending 31.12.08	...	\$10
Do. do. (contributory)	950,000	1/-	1/-	none	none	None	...	\$10
Kanungoi (Perak) Rubber Tin & Co.	105,000	\$10	\$10	none	none	None	...	\$10
Do. do. A Shares	105,000	\$10	\$10	none	none	None	...	\$10
Do. do. B Shares	105,000	\$10	\$10	none	none	None	...	\$10
Kuala Lumpur Rubber Co., Limited	18,000	\$10	\$10	none	1,830	5 % for year ending 30.6.08	...	\$10
Lingai Plantations, Limited (ordinary)	900,000	1/-	1/-	none	none	Interim of 40 % = 9d. for account 1909	...	\$10
Do. do. (7 1/2 % pref.)	10,000	\$10	\$10	\$4,000	none	7 % for year 1908	...	\$10
Ragalla Rubber Company, Limited (ordinary)	25,500	\$10	\$10	none	\$6,723	15 % for year ending 31.12.09	...	\$10
Do. do. (8 1/2 % pref.)	2,500	\$10	\$10	none	none	None	...	\$10
Ledbury Rubber Estates Limited	60,000	\$10	\$10	none	none	None	...	\$10
Do. do. (contributory)	40,000	\$10	\$10	none	none	None	...	\$10
Sagga Rubber Company, Limited	20,000	\$10	\$10	\$20,000	\$1,275	Interim of 35 % for 1909	...	\$10
Sandycroft Rubber Company	1,000	\$100	\$100	\$10,000	none	None	...	\$10
Sekong Rubber Company, Limited	80,000	\$10	\$10	none	none	None	...	\$10
Selafora Rubber Estate Limited	60,000	\$10	\$10	none	12,836	2 % for 1908	...	\$10
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	none	none	None	...	\$10
Sungei Choh Rubber Estate Company, Limited	45,000	\$10	\$10	none	none	None	...	\$10
Sungei Kapar Rubber Company	110,000	\$10	\$10	none	\$3,448	None	...	\$10